

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4278. 號七十月三年七十七百八千一英

HONGKONG, SATURDAY, MARCH 17, 1877.

日三初月二年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOSCH, Ludgate Circus, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DRAGON & Co., 150 & 152, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAY & BLACK, San Francisco.

CHINA.—SWATOW, QUINCH & CAMPBELL, Amoy, WILSON, NICHOLLS & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Manila, C. HENDERSON & Co., Macao, L. A. DA GAMA.

Notices of Firms.

NOTICE.

MR. DALTON SAYLE was admitted a Partner in our Firm on the 31st of July, 1876.

SAYLE & Co.
Hongkong, March 16, 1877. ap16

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.

NOTICE.

FROM This Date and until further notice, Mr. ADAM LIND will take Charge of the COMPANY'S BUSINESS at this Port.

By Order of the Managing Directors,
A. McIVER,
Superintendent.
Hongkong, March 15, 1877. mc22

NOTICE.

MR. FRANCISCO M. GONCALVES is authorized to Sign our Firm per Procuration.

ROZARIO & Co.
Hongkong, March 15, 1877. mc22

NOTICE.

MR. FERDINAND NISSEN has been compelled to retire from our Firm in consequence of failing health, and his interest and responsibility ceased on the 31st December last.

Mr. NICOLAUS AUGUST SIEMSEN has been authorized to sign for us by Procuration. We have this day reopened a branch of our Firm at Canton.

SIEMSEN & Co.
Hongkong, January 1, 1877. ap2

NOTICE.

WE have been appointed AGENTS for the AMERICAN SHIPMASTERS' ASSOCIATION.

ARNHOLD, KARBERG & Co.
Hongkong, February 2, 1877. ap2

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-signed.

WM. CRUIKSHANK,
Manager.
Hongkong, November 21, 1876.

NOTICE.

THE Partnership hitherto existing between the Under-signed under the name of MESTERN & HULSE has this day been dissolved by lapse of time, and the signature of the Firm will henceforth be used for the Liquidation only.

C. J. MESTERN,
W. HULSE.
Canton, December 31, 1876. ap2

Intimations.

THE MEDICAL HALL.

37, Queen's Road, Hongkong.

ESTABLISHED 1858.

TE. KOFFER, Proprietor.

Hongkong, April 28, 1876. ap28

G. O. ROGERS, DENTAL SURGEON,
No. 7, ARBUTHNOT ROAD,
Begs to inform his Friends that he intends being ABSENT from HONGKONG for Six or Eight Weeks, leaving early in April.
Hongkong, March 12, 1877.

NOTICE.

NEITHER Captain FORBES nor the AGENTS or OWNERS of the American Barque "GARIBOLDI" will be RESPONSIBLE for any DEBTS contracted by the Crew.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, February 26, 1877.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

COMMENCING on FRIDAY Next, the 16th Instant, the Steamer POWAN will Run as a Night Boat between HONGKONG and CANTON, leaving HONGKONG on Mondays, Wednesdays, and Fridays, at 5.30 p.m., and CANTON on Tuesdays, Thursdays, and Sundays, at 6.00 p.m.

By Order,
P. A. DA COSTA,
Secretary.
Hongkong, March 14, 1877.

HONGKONG.

Chs. J. GAUPP & Co.,

WATCHMAKERS & JEWELLERS,

38, Queen's Road,

NAUTICAL INSTRUMENTS,

CHRONOMETERS,

&c., &c., &c.,

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876. tf.

NOTICE.

LANE, CRAWFORD & Co. have been Appointed SOLE AGENTS for China and Japan, for

JOSEPH STARKER, LONDON, Manufacturer of Gold and Silver Laces, Embroidery, &c., and Military and Naval Appointments of every Description.

A Stock of these Goods will be kept on hand, for the Regiments stationed here, as well as for the ENGLISH and AMERICAN NAVIES.
Hongkong, March 14, 1877. ap14

NOTICE.

LONDON & ORIENTAL STEAM TRANSHIP INSURANCE Co.

THE BUSINESS of this COMPANY has This Day been Transferred to THE MARINE INSURANCE Co., of 20, Old Broad Street, LONDON.

By Order of the Proprietors,
WILLIAM HUNT,
Secretary.
137, Leadenhall Street, LONDON, 1st January, 1877.

THE MARINE INSURANCE Co.
20, Old Broad Street, LONDON, 1st January, 1877.

ESTABLISHED 1836.
CAPITAL.....£1,000,000 STERLING.
RESERVE FUND.....£ 340,000

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE Co. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSHIP Co., and has Appointed Mr. A. McIVER as its AGENT in HONGKONG.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Under-signed is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE Co. by any First Class Steamer.

A. McIVER,
Agent of the Marine Insurance Co. of London.
Hongkong, February 16, 1877. au17

ERNEST WASSSELL & Co.,
PHOTOGRAPHERS.

I HAVE This Day Established myself as PHOTOGRAPHER at the Corner of Wyndham and Wellington Streets, at the Building lately occupied by the ROYAL PHOTOGRAPHIC Co., under the above Style.

ERNEST WASSSELL.
Hongkong, March 8, 1877. ap1

MUNICIPAL CORPORATION, PENANG.

THE Municipal Commissioners of Penang are desirous of receiving DESIGNS for a TOWN-HALL. This Building is to be erected on the ground on the east side of the Esplanade situate between the latter and Duke Street, and its cost is not to exceed \$30,000.

The Commissioners offer a PREMIUM of \$400 for the best and most suitable Design with Specifications; and competitors have the option of forwarding Tenders for carrying out the work.

The Designs, accompanied with all documents, are to be sent to the Municipal Office Penang on or before the 1st of March next.

For further information apply to the Secretary to the Municipal Commissioners at Penang.

D. C. PRESGRAVE,
Municipal Secretary.
Penang, 21st September, 1876.

Intimations.

MacEWEN, FRICKEL & Co.

ARE NOW LANDING AN INVOICE OF

ROUYER GUILLET & Co.'S CELEBRATED BRANDY.

This BRANDY is well known in England, the Colonies, and India. The Firm possess Six Vineyards and Six Distilleries, and are amongst the largest shippers from Charente.

Qualities One *, Two **, Three ***, and Four ****, in Cases of One Dozen Quarts.

Also,

POMMERY & GRENOS

"Extra Sec." CHAMPAGNE, in Quarts and Pints.

As supplied to the principal London Clubs.

Hongkong, January 5, 1877. [ap5]

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 Dollars.

RESERVE FUND.....500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq.

Deputy Chairman—F. D. SARNOON, Esq.

AD. ANDER, Esq. A. McIVER, Esq.

E. R. BELLING, Esq. S. W. POMEROY, Esq.

Hon. W. KERRIDGE. Ed. TOBIN, Esq.

CHIEF MANAGER.

Hongkong, .. THOMAS JACKSON, Esq.

Shanghai, .. EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposits Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation, No. 1, Queen's Road East.

Hongkong, February 15, 1876.

Auctions.

PUBLIC AUCTION OF HANDSOME EUROPEAN-MADE HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

MONDAY, the 19th March 1877, at Noon, at St. John's Place,

The Residence of A. McIVER, Esq., the whole of his Household FURNITURE, comprising: English-made Walnut Cretonne Covered Chairs, and Couches, Chiffonier, Marble-top Side Tables, Engravings, Mirrors, Curtains, Sideboard, Dining Table and Chairs, Whatnot, Electroplated Ware, Glass and Crockery Ware, Iron Bedsteads, Mahogany Wardrobe with Mirror Front, Toilet Glasses, Dressing Tables, Washstands, Chests of Drawers, &c., &c., &c.

A SEMPER PIANO, by John Broadwood & Sons, London.

A CORIAT PIANO, in Rosewood Case, by Lubeck, made expressly for this climate.

A Collection of Choice PLANTS in Pots.

Catalogues will be issued, as usual, and the Furniture will be on view on SATURDAY, the 17th March.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 1.17. All Lots with all faults and errors of description; at Purchasers' risk on the fall of the hammer.

Hongkong, March 12, 1877. mc18

Auctions.

PUBLIC AUCTION.

LAMBERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

THURSDAY, the 29th March, 1877, at 2 o'clock p.m., ON THE SPOT

(Unless previously disposed of by Private Sale),

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 54, comprising 10,000 square feet, measuring from North to South 100 feet, and from East to West 100 feet, with a substantial Brick Dwelling House and Out-houses built thereon, known as "Carlton House." Annual Crown Rent, \$131.40.

And,

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet, with a substantial Brick Godown built thereon.

Also,

That Piece or Unbuilt, Levelled GROUND, attached to the above Lot, and Registered in Land Office as same Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet. Annual Crown Rent, \$185.08, for Inland Lot No. 768.

TERMS.—One-half of the purchase money to be paid on the fall of the hammer, and the remainder on completion of the Deed of Transfer. The Buildings will be at purchaser's risk after the fall of the hammer.

Hongkong, March 13, 1877. mc29

For Sale.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated

Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co.
Hongkong, June 22, 1876.

FOR SALE, AT CANTON.

A STEAM COTTON MILL, well adapted for Working Native COTTON, either NINGPO or TIENTSIN. Capable of Making 8 piculs of Yarn in 12 hours, consisting of:—

Steam Engine and Boiler 16 Horse Power

Nominal, 1,280 Spindles, 12 Carding and

3 Drawing Machines, 1 Spindle 18 Spindles,

1 Stretching 60 Spindles, 1 Lap Machine,

1 Cotton Gin, Bobbins, &c., with shafting and Belting Complete.

For Further Particulars and Terms of Sale, apply to

RUSSELL & Co.
Hongkong, March 14, 1877. ap14

NOW READY.

FRENCH-CHINESE, or THE BUSINESS OF NATURAL SCIENCES IN CHINA. By Dr. E. J. EHRH. One Volume. 8vo. Price, \$1.00.

BUDDHISM, ITS HISTORY, THEORY AND PRACTICE. By Dr. E. J. EHRH. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.

Hongkong, July 11, 1876.

For Sale.

FOR SALE.

JUST LANDED EX S. S. "Hesperia."

H. PIPER & Co.'s Celebrated CHAMPAGNE: CARTE BLANCHE, VANTIE BLANCHE SEC, and CARTE D'OR in Qts. and Pints.

Also—

The well known OTARD DUPUY & Co.'s BRANDY in Cases of 12 qt. Bottles and a Small Lot of MEDOC CLARET in qt. Bottles.

Apply to L. L. BUSH.
Hongkong, March 7, 1877.

FOR SALE.

CHAMPAGNE, 1874.

HEIDENCK & Co., MONOPOLE.

DEETJEN & Co.
Hongkong, February 19, 1877. mc19

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: Two DOLLARS AND A HALF. To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

Shipping.

Steamers.

FOR SWATOW, AMOY, TAMSUI & TAIWANFOO.

The Steamship "HALLONG," Captain ASHLEY, will be despatched for the above Ports on SUNDAY, the 18th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co.
Hongkong, March 12, 1877. mc18

FOR SWATOW, AMOY & FOOCHEW.

The Steamship "YESSO," Captain PUNCHARD, will be despatched for the above Ports on TUESDAY, the 20th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co.
Hongkong, March 16, 1877. mc20

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "PENGUIN," W. C. COWELL, Commander, will leave for the above Ports on TUESDAY, the 20th Instant, at 3 p.m.

Despatches will close at 2.30 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co.
Hongkong, March 12, 1877. mc20

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "ARKATOUN APCAR," Captain A. B. MACFARLANE, will leave this for the above Ports on TUESDAY Next, the 20th Inst., at 2 p.m.

Despatches will close at 2.30 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, March 13, 1877. mc20

CASTLE LINE OF STEAMERS, FOR SHANGHAI.

The Steamer "LOUPOUN CASTLE," expected here on or about the 18th Instant, will have immediate despatch for the above Port.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, March 14, 1877.

Sailing Vessels.

FOR LONDON.

The British Ship "ANGLO SAXON," C. HARRINGTON, Master, will load here and have immediate despatch.

For Freight, apply to MEYER & Co.
Hongkong, March 6, 1877.

FOR LONDON.

A British Ship "STAR OF CHINA," BLAKE, Master, will load here and have immediate despatch.

For Freight, apply to MEYER & Co.
Hongkong, February 6, 1877.

Shipping.

Sailing Vessels.

FOR NEW YORK.

The A 1 American Ship "MYSTIC BELLE," PLUMER, Master, will load here and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, March 10, 1877.

FOR NEW YORK.

The A 1 American Ship "MCNEAR," W. TAYLOR, Master, will load here, and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, February 15, 1877.

FOR NEW YORK.

The 12 years 3/8 L 1.1 Danish Bark "KORSOR," L. C. GROVE, Master, will load here, and will have immediate despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, February 15, 1877.

FOR MELBOURNE & SYDNEY.

The British Bark "SPIRIT OF THE AGE," Captain JOHNSON, will have a quick despatch for the above Ports.

For Freight or Passage, apply to ROZARIO & Co.
Hongkong, February 1, 1877.

Notices to Consignees.

BRITISH BARQUE PALESTINE, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MELCHERS & Co., Agents.
Hongkong, March 15, 1877. mc18

FROM LONDON AND SINGAPORE.

THE S. S. Glenlyon, having arrived

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal, in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to **ARNHOLD, KARBURG & Co.**
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.
THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.
MELOHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY. (LIMITED.)
NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHEANT & Co.,
General Agents.
Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of £5,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.
Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding £5,000 on reasonable terms.
HOLLIDAY, WISE & Co.
Hongkong, July 25, 1873.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates. A Discount of 20% allowed.

HOLLIDAY, WISE & Co.
Hongkong, January 2, 1876.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1869.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer **ALASKA**, will be despatched for San Francisco, via Yokohama, on TUESDAY, the 20th March, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 19th March. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 18, Praya Central.
RUSSELL & Co., Agents.
Hongkong, February 20, 1877. mo20



STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;

Also,
Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **KASHGAR**, Captain BAKER, will leave on THURSDAY, the 29th instant, at Noon.

For further Particulars, apply to **A. McIVER, Superintendent.**
Hongkong, March 18, 1877. mo28

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES, AND ATLANTIC STEAMERS.

THE S. S. "RELIGIO" will be despatched for San Francisco via Yokohama, on MONDAY, the 2nd April, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.
Freight will be received on Board until 4 p.m. of the 1st Proximo. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, March 8, 1877. ap2

To Let.

TO LET,
THE House No. 7, Upper Macao Terrace, at present in the occupation of A. B. JOHNSON, Esq., Gas and Water laid on.
Apply to **T. G. LINSTED.**
Hongkong, February 23, 1877.

TO LET,
NO. 3, PRIMA TERRACE, ELGIN STREET, with Immediate Possession.

Apply to **LANE, CRAWFORD & Co.**
Hongkong, February 7, 1877.

TO LET,
HOUSE No. 7, Cadine Road, lately occupied by Mr PARKER.

House No. 10, Albany Road, at present occupied by the Rev. R. H. KIDD. Blanes Villa, Pok-foolung, Furnished.
DAVID SASSOON, BONS & Co.
Hongkong, February 18, 1877.

TO LET,
THE Upper Portion of Nos. 42 and 44 Queen's Road.

Apply to **DOUGLAS LAPRAIR & Co.**
Hongkong, November 17, 1876.

TO BE LET,
THE PREMISES No. 68, Queen's Road, at present in the occupation of the BARNES COMPANY.

TURNER & Co.
Hongkong, February 8, 1877.

Intimations.

EXPOSITION UNIVERSELLE DE 1878.

THE CONSUL for FRANCE has the honour to inform those Persons who wish to take part in the intended Exhibition, that they will find at the Consulate all Information and Particulars they may require.

For the Consul,
G. BOULOUZE, Vice-Consul.
Hongkong, December 18, 1876.

HONG LISTS.

Circular, large sheet.
THE AMENDED HONG LIST in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.
At the "China Mail" Office.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 18, 1875.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chai Hing Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tsal Street; Mr Sit Chuen Fung, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street; New City; Yee Cheung Photograph Shop, Honam; Kwai Hing Shop, Bin Ching; Honam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Chin Cheong Hong, Moak Kak Street.

Foochow.—Mr Yu Ching Cheong, Foochow Arsenal; Mr Luen Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yue Chuen, Maritime Customs; Mr Chuen Sing Hoi, Messrs Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Mui Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chingfoo.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kio Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fook Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express carriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

Now Ready.

THE CHINA REVIEW.

Vol. V., No. 3.

Annual Subscription, postage included, \$5.00.

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Essays on the Chinese Language, (Continued from page 83.)

Establishment of American Trade at Canton.

Chinese Intercourse with the Countries of Central and Western Asia in the Fifteenth Century, Part I. (Continued from page 132.)

The Beater's Song.

The Law of Inheritance.

Short Notices of New Books and Literary Intelligence.

Notes and Queries:—

Validity of Chinese Marriages.

Money Loan Association.

Beak Cake as a Manure.

Pidgin English.

Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, January 10, 1877.

WASHINGTON BOOKS.
(In English and Chinese.)

WABERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price \$1 each.

Intimations.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the *China Mail*. The unusual success which has attended the *Chinese Mail* makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address,
MR CHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

AFONG.

PHOTOGRAPHER.
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;

and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographs, Albums, Frames, Cases, &c., of assorted sizes. Photographs enlarged from C. D. V. size to life size and coloured in oil. A new apparatus for Photography has been received from England: he is prepared to take Photos of Buildings and Interiors at the shortest distance.

Hongkong, July 17, 1876.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily *China Mail*, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 56 cents) \$12 per annum (postage paid \$13.50.)

Orders should be sent to **Geo. MURRAY BAIN, China Mail Office**, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in *Dallas China Mail*.

PRICE \$6.

THE TREATY PORTS

OF

China and Japan.

A COMPLETE GUIDE TO THE OPEN PORTS OF THOSE COUNTRIES, TOGETHER WITH PEKING, YEDU, HONGKONG AND MACAO.

FORMING A GUIDE BOOK & VADE MECUM FOR TRAVELLERS, MERCHANTS, AND RESIDENTS IN GENERAL.

By **WM. F. MATHER, N. B. DENNIS, and CHAS. KING.**

COMPILED AND EDITED BY **N. B. DENNIS, PRD.**

LONDON: N. TRUBNER & Co. HONGKONG: China Mail Office.

Price, \$8, leather half bound.

The scope of this work includes detailed descriptions of important Sites and Monuments, notes on the CLIMATE and general TOPOGRAPHY, FAUNA, FLORA, GEOLOGY and METEOROLOGY of each Port and its neighbourhood, with Historical Notices and minute details respecting the rise and progress, and social characteristics of the several foreign settlements. To these particulars are added summaries and statistics of the Trade of each open Port, compiled from official returns, together with statements respecting COASTS, CURRENTS, and EX-TRACTS, and rates of Passage Money, Hints, and recommendations to travellers, giving full particulars of OFFICE and mode of proceeding to the less frequented settlements are also included, combined with notes on DOMESTIC MARKETS and Mode of Living.

In addition to furnishing similar particulars, the Section devoted to Hongkong contains a historical sketch forming a chronological index of the chief events which occupied public attention between 1841 and 1865, including Political events, Changes of the Government, the passing of important Ordinances, the Arrival and Departure of Emigrants, Residents, a record of the most notable Piracies, Bombardments, Murders, Frauds, Fires and Criminal Trials, and other incidents.

The appendix contains full tables of the various steam companies' lines, it also includes a Calendar of over 400 works published in the English language upon China and Japan, while a copious INDEX at the end of the work affords a ready means of reference to the reader.

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at *Four Dollars* per annum delivered in Hongkong, or *Seven Dollars Fifty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The editorial department is conducted by Mr Chun Ayin, whose experience and competence have already been most fully demonstrated. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners.

Like English journals it contains Editorial, News and Advertisements.

Subscription orders for either of the above may be sent to

Geo. MURRAY BAIN,
China Mail Office.

Nothing in the above Scale is to affect private agreements.

That for the Street Coolies is as follows:—

STREET COOLIES.
Scale of Hire for Street Coolies.

One Day, 25 cents.
Half Day, 15 "

Three Hours, 20 "

One Hour, 10 "

Half Hour, 5 "

Nothing in the above Scale is to affect private agreements.

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries on China and Japan*, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally.

A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a résumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1875, is at hand. It says, that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising Review. It is a sixty page, bi-monthly, repository of what scholars are ascertaining about China. The lectures on Chinese Poetry in this volume is alone worth the price of the Review. Address *China Review*, Hongkong.—*Northern Christian Advocate* (U.S.).

Trübner's Oriental Record contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as a new and important continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publication as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. In a paper on Dr. Legge's *She King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. O. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke similar degrees of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

Efforts have been made to establish Agents for circulating the *Chinese Mail* in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,
Manager.

Hongkong, February 23, 1874.

Chair and Boat Hire.

LEGALIZED TARIFF OF FEES FOR CHAIRS, CHAIR BEARERS, and BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half hour, 10 cts. | Hour, 20 cts.
Three hours, 50 cts. | Six hours, 70 cts.
Day (from 6 to 6), One Dollar.

Licensed Bearers (each)

Hour, 10 cts.
Half day, 35 cts.
Day, 50 cts.

BOAT AND COOLIE HIRE.

For Sale.

SAYLE & Co.

GREAT CLEARANCE SALE.

IN Order to make Room for SPRING GOODS.

On and after MONDAY, February 5th, We shall offer the Remainder of Our WINTER STOCK at an immense reduction.

DRESS GOODS at 15 cents per yard.
DRESS GOODS at 20 cents per yard.
DRESS GOODS at 25 cents per yard.
DRESS GOODS at 30 cents per yard.
DRESS GOODS at 35 cents per yard.

FANCY SILKS! We offer about 5,000 yards at 35 cents per yard, (these are more or less soiled); original price \$1.50 and \$2.00 per yard.

JAPANESE SILKS! Reduced to 40 cents per yard.

WOOL SHAWLS, MANTLES and JACKETS, Marked very Cheap.

LADIES' Boys' and Girls' FELT HATS, at Half Price.

FANCY WOOL GOODS, at less than Half Price.

LADIES' and CHILDREN'S WOOL and MERINO HOSE, Greatly reduced.

100 dozen CHILDREN'S WOOL and MERINO SOCKS, all Sizes, at less than Half Price.

Several thousand Yards of VARIOUS REMAINERS, comprising: FLANNELS, CALICOES, SHIRTS, MUSLINS, STUFFS, GOODS and Other Useful GOODS, are Marked at Prices, which must effect immediate sale.

In order to prevent disappointment, We beg to inform Our Customers and the Public that this Extraordinary, and Unprecedented Sale must close on February 5th.

SAYLE & Co.

VICTORIA EXCHANGE,
Queen's Road & Stanley Street.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Star of China, British ship, Captain E. S. Baker. — Douglas Laprak & Co.

ALDEN BESS, American barque, Captain S. Noyes. — Rosario & Co.

FORNOSA, German 8-m. schooner, Capt. G. Schwaer. — Melchers & Co.

WANDERING MINSTER, British barque, Captain Wm. Sivewright. — Simonsen & Co.

MYSTIC BELLE, American ship, Captain David Plummer. — Simonsen & Co.

ORANGE GROVE, British barque, Captain A. Longmunk. — Vogel, Hagel & Co.

RUBIA, American 8-m. schooner, Capt. C. W. Hansen. — Arnold, Karberg & Co.

PANOLA, American 8-m. schooner, Capt. E. W. Lund. — Landstein & Co.

To-day's Advertisements.

PUBLIC AUCTION.

RACE HORSES AND PONIES, &c.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

MONDAY.

the 19th March, 1877, at 4 o'clock p.m., at the Fountain, opposite the CITY HALL, (granted by kind permission of the Captain Superintendent of Police).—

The following well-known RACERS:—

FONTIFF, — Winner of the Wong-nei-cheong Stakes.

COCK ROBIN, — Winner of the Hongkong Derby, Naval Plate, The Bankers' Cup, The Exchange Plate, and The Champion Stakes.

CARDINAL, — Highly Suitable for a Hack.

DAYBREAK, — Ran Second in the Hongkong Races.

TARTAR, — Dark Chestnut. Australian Gelding, untried as a Racer, but as a Roadster unequalled.

WARLOCK, — The well-known Australian Gelding, Imported, and still a Maiden, Highly Suitable as a Charger or a Hack.

NEWSTEAD, — Winner of The Colonial Stakes, The Lusitania Cup, and The Consular Cup.

BOOMERANG, — A Brown Australian Gelding.

TERMS OF SALE, — Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

HONGKONG, March 17, 1877.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

TUESDAY,

the 20th day of March, 1877, at 2 o'clock p.m., at the Sales Rooms, Queen's Road, —

An Invoice of Chinese and Japanese CURIOUS, comprising: Lacquered-ware, Bronzes, Ivory Carvings, Tortoise-shell Boxes, Card Cases, &c., Buttons, Studs, Bracelets, Necklaces, Brooches, Earrings, Lockets, Mother of Pearl Ornaments, Inlaid Cabinets, Porcelain Vases, Cups, Jars, and Plates, &c.

Also, —

An Assortment of Delhi Crape Shawls.

TERMS OF SALE, — Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG,

Auctioneer.

HONGKONG, March 17, 1877.

TO LET.

With Occupation on 23rd April.

THE House No. 9, Albany Road, at present occupied by ADAM SIKKIEWICZ, Esq., Consul for France.

R. G. ALFORD, Esq.,

Solicitor.

HONGKONG, March 17, 1877.

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "MENZALAH,"

Comdt. PASQUALINI, will be despatched for YOKOHAMA

shortly after the arrival of the next French Mail.

H. DU POUEY, Agent.

Hongkong, March 17, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "DJEMNAT,"

Comdt. CHAMPENOIS, will be despatched for SHANGHAI

shortly after her arrival from Europe.

H. DU POUEY, Agent.

Hongkong, March 17, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT DE GALLE, ADEN, SUEZ,

ISMAILA, PORT SAID, NAPLES,

AND MARSEILLES;

Also,

BOMBAY, MAHE, ST. DENIS, AND

PORT LOUIS.

H. DU POUEY, Agent.

Hongkong, March 17, 1877.

ON THURSDAY, the 22nd March,

1877, at Noon, the Company's S. S. ANADYR, Commandant MEROZ, with MAILS, PASSENGERS, SPOKE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 21st March, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY, Agent.

Hongkong, March 17, 1877.

NOTICE TO CONSIGNEES.

THE Steamship ALASKA, having arrived, Consignees of Cargo by her are hereby notified that their Goods are being landed at the Company's Special Godown, where delivery may be obtained on Monday, the 19th Instant.

Goods not delivered by the 20th Instant will lie at owner's risk.

RUSSELL & Co., Agents.

Hongkong, March 17, 1877.

GERMAN BARQUE LIMA,

FROM LONDON.

MELOCHERS & Co., Agents.

Hongkong, March 17, 1877.

NOTICE.

MR. EDWARD BURNE will conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS, Surveyor to Local Offices, and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877.

TREASURY BILLS.

TENDERS OF SPECIE, Mexican Dollars current in this Colony, weighing 7.1.7, in exchange for Bills, drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, will be Received by the Treasurer until 11 a.m. on WEDNESDAY, the 21st Instant.

The Tenders to state the Total Amount required, and the amount for which each Bill should be drawn; but no Bills will be issued for sums below £1,000.

The Tenders to be in duplicate, in Sealed Covers, addressed to "The Treasurer," and endorsed "Tenders for Treasury Bills."

The right to accept, or reject, any or all Tenders is reserved.

C. R. SHERVINGTON, Lieut. Colonel, Assistant Commissary General.

Treasury Office, Commissariat Buildings, Queen's Road, Hongkong, March 17, 1877.

POA LOK THEATRE.

A COMPANY OF CHINESE ACTORS

will Perform at the above Theatre, Commencing TO-NIGHT until WEDNESDAY, the 21st Instant (inclusive). A DRAGON will appear Every Night, and there will also be a great exhibition of Athletic Feats.

Admission: First Class, 50 Cents.

Hongkong, March 17, 1877.

SHIPPING.

ARRIVALS.

March 17, Hwai Yuen, Chinese steamer, 1280, Hutchison, Singapore March 9, General. — C. M. S. N. Co.

March 17, Fuyee, from Canton

March 17, Limia, German barque, 835, L. Ellorbrook, London Nov. 14, General. — Melchers & Co.

March 17, Kesso, British steamer, 559, J. E. Punched, Poochow March 14, Amoy 15, and Swatow 16, General. — Douglas Laprak & Co.

March 17, Hongkong, Ger. 8-m. sch., from Whampoa.

March 17, Feng-chow hai, Chinese gunboat, from a Cruise.

March 17, Agamennon, British steamer, from Liverpool Jan. 23, via ports of call, and Singapore March 9, General. — Butterfield & Swire.

DEPARTURES.

Mar. 17, Western Belle, for Manila.

17, Syringa, for Takow.

17, Union, for Ho lo.

17, Mecca, for Saigon.

CLEARED.

Orange Grove, for Takow.

Fuyee, for Shanghai.

Hochung, for Amoy, &c.

Norma, for Swatow.

Siamer Crown, for Bangkok.

Hailong, for Swatow, &c.

Spirit of the Age, for Melbourne & Sydney.

Swatow, for Swatow.

PASSENGERS.

ARRIVED.

Per Yesso, from Coast Ports, Mrs Carroll and family, Messrs Hedge, Hunter, Davis, Oakley, Leyburn, Ebbell, and 150 Chinese.

Per Hwai Yuen, from Singapore, 439 Chinese.

DEPARTED.

Per Western Belle, for Manila, 2 Europeans.

Per Mecca, for Saigon, 64 Chinese.

TO DEPART.

Per Fuyee, for Shanghai, 201 Chinese.

Per Hochung, for Amoy, &c., 190 Chinese.

Per Norma, for Swatow, 150 Chinese.

Per Siamer Crown, for Bangkok, 20 Chinese.

Per Hailong, for Swatow, &c., 100 Chinese.

Per Spirit of the Age, for Melbourne, Mr Onslow.

SHIPPING REPORTS.

The Chinese steamer Hwai Yuen reports: Strong N.E. wind and heavy head sea.

The British steamer Yesso reports: Poochow to Amoy fine weather with fresh monsoon. Amoy to Swatow dull cloudy weather with rain and moderate monsoon.

Swatow to Hongkong cloudy weather with variable winds. Star in Poochow, none.

In Amoy, — Sir Pearl, and H. M. gunboat Lily. Star in Swatow, none. On the 16th S. S. Douglas left Swatow for Amoy.

General Memoranda.

TUESDAY, March 20:—

Daylight. — Yesso leaves for Coast Ports.

2 p.m. — Sale of Curios, &c., at Mr J. M. Armstrong's Sale Room.

3 p.m. — American Mail leaves for Yokohama and San Francisco.

3 p.m. — Penguin leaves for Singapore, Penang and Calcutta.

3 p.m. — Arratoon Apoc leaves for Singapore, Penang and Calcutta.

9 p.m. — Meeting of Victoria Lodge.

Goods per Glenlyon undelivered after this date subject to rent.

Goods per Alaska undelivered after this date lie at owner's risk.

WEDNESDAY, March 21:—

11 a.m. — Tenders for Treasury Bills received by the Assistant Commissary General.

THURSDAY, March 22:—

Noon. — French Mail leaves for Ports of Call and Europe.

FRIDAY, March 23:—

Noon. — General Weekly Sale by Messrs Lane, Crawford & Co.

THURSDAY, March 29:—

Noon. — English Mail leaves for Ports of Call and Europe.

2 p.m. — Sale of Ground, at Queen's Road East.

MONDAY, April 2:—

3 p.m. — Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES:—

St. John's Cathedral. — The Right Reverend Bishop of Victoria. — The Rev. E. Davys, Acting Colonial Chaplain. — On the First and Third Sundays in each Month. — At 11 a.m., Morning Prayer, Sermon and Celebration of the Holy Communion. — On the Second and Fourth Sundays in each Month (and Fifth if any). — Morning Prayer, Litany and Sermon. — On all Sundays. — At 4 p.m., Evening Prayer and Sermon. — On all Holy Days. — At 6 a.m., celebration of the Holy Communion.

Military Service. — At 8 a.m., Morning Prayer and Litany alternately. Sermon and Celebration of Holy Communion every Sunday.

Union Church. — Minister, Rev. James Lamont. — Morning Service, at 11 a.m. Afternoon, 6 p.m.

St. Peter's German Church. — Rev. Charles Clark, pro tem. Service at 8 p.m. every Sunday. All seats free. Morning Prayer and Communion on the First Sunday in each month at 11 a.m.

St. Paul's College Chapel. — On Wednesdays at 6 p.m., Evening Prayer (shortened form), and exposition of Scripture.

St. Stephen's Mission Church. — Rev. A. B. Hutchingson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer: — Litany, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 8.30 p.m. Holy Communion, 1st Sunday in Chinese month.

Berlin Founding House. — Service in the German language, by Pastor E. Klitzke, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Founding House, West Point.

Shipping.

Daylight. — Hailong leaves for Coast Ports.

Hongkong, March 17, 1877.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For MANILA. —

Per Ship SARAH NICHOLSON, at 5 p.m., on Tuesday, the 20th inst.

For BANGKOK. —

Per DANUBE, at 5 p.m., on Friday, the 23rd inst.

MAILS BY THE TORRES STRAITS PACKET. —

The Australian Contract Packet NOR-MANBY, will be despatched from Hongkong on THURSDAY, the 22nd inst., with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Koppell Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be Registered after 11.15 a.m.

The Mails will be closed at 11.30 a.m.

Correspondence for New Zealand must be specially directed via Torres Straits, or it will be sent via Gallie.

Correspondence for Southern and Western Australia can be sent by this route if desired, but as a general rule it is better to send it via Gallie.

General Post Office,

Hongkong, March 14, 1877.

MAILS BY THE ENGLISH PACKET. —

The English Contract Packet KASHGAR will be despatched with the Mails for Europe, &c., on THURSDAY, the 29th inst.

The following will be the hours of closing the Mails, &c. —

Wednesday, 28th Instant. —

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Thursday, 29th Instant. —

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with Late Fee of 18 cents extra to Postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only addressed to the United Kingdom via Brindisi or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.60 a.m., when the Mail is finally closed.

Hongkong, March 16, 1877.

General Memoranda.

TUESDAY, March 20:—

Daylight. — Yesso leaves for Coast Ports.

2 p.m. — Sale of Curios, &c., at Mr J. M. Armstrong's Sale Room.

3 p.m. — American Mail leaves for Yokohama and San Francisco.

3 p

We are requested to state that the Jurors summoned for the Criminal Sessions on Monday next, the 19th, are not required to attend on that day. The Sessions will be adjourned to Thursday, the 22nd, at 10 a.m., at which time the Jurors must attend, and "save their fines," &c. Fortunately there is very little business for the Jurors on this occasion.

A very fine specimen of the *Cervus Kopschii* (Swinh.) or deer, named after Mr. Kopsch, Commissioner of Customs at Kowloon, has been presented by that gentleman to the City Hall Museum, and is being successfully mounted. A very large accession of natural history specimens to that institution has, we observe, to be noted within the past few weeks.

At the Marine Court yesterday, James Gibbs, Charles Seekit, and Charles Sherrie, seamen belonging to the British barque *Irass*, were charged with cutting, destroying and giving away ship's property. Seekit was further charged with going on shore without leave at Whampoa on the 11th inst. Captain William Alfred Pearce sworn said that he had noticed that larger quantities of bread were consumed than usual, and on enquiry a boy named Bindman told him that the first two prisoners had given bread away to some natives. The men on being taxed with this denied it, but admitted that they had permitted some boat-people to take it away. Ultimately the prisoners at their own request were taken before the Consul, when Seekit admitted having given bread away. The mate afterwards reported that the main royal stay-sail down-haul had been cut, and that sundry pieces of rope were missing, and subsequently he learnt that Gibbs had made away with them to a sampan man. He had not seen Gibbs give away either the rope or bread. Alfred Bindman, the boy, being called, stated that he had seen Gibbs cut the rope; but could not say what became of it afterwards; he had, however, heard the boatman ask Gibbs for some rope, and Gibbs promised to give him some by and bye. He had seen Seekit give away some 3 or 4 lbs. of bread. This statement was corroborated by another boy belonging to the vessel (Leon Meisou), who further stated that he had seen Gibbs give the rope to the boatman, and that Sherrie kept watch and told Gibbs when the second mate was coming. Bindman on being recalled, said he did not like to tell about Gibbs at first, but he did so the next day. Gibbs said he had been 15 months in the ship; he did not take the rope, but was quite willing to pay for it. He gave away only a little bread. Seekit admitted having given a few biscuits away, and the third prisoner Sherrie said he knew nothing whatever about it. The Captain gave all the prisoners a very fair character. Gibbs was ordered to forfeit \$10, the value of the rope; and the other two prisoners were fined \$5 each.

A CORRESPONDENT writes to the *Western Morning News*, Plymouth, as follows:—"A court-martial was held on the 13th of December, on board the *Victor Emanuel*, at Hongkong, upon Navigating-Lieutenant Ballant and Lieutenant Pike, of the *Vigilant*, in connection with the defections of the late Assistant-Paymaster of that ship, and both those officers were honourably acquitted. At a court-martial held on the 12th of December, Assistant-Paymaster G. Spain, of the *Rindgoe*, was sentenced to nine months' imprisonment, and to be dismissed the service for defections in his accounts."

That the saying of "two doctors will never agree" does not apply exclusively to the medical profession has been fully exemplified in the Police Court to-day. A Chinese trader was charged with passing counterfeit dollars under the following circumstances. The defendant went to a fishmonger and bought 20 cuttings of lobsters for which he paid \$1, and told the man to take them on board the steamer *Powen*. On the way to the steamer he had the coin examined by an expert in a chandler's shop, who pronounced it bad. He took the lobsters on board, but he did not find the defendant there as appointed. So he brought the lobsters back, but on the way he met the defendant, who asked him why he did not take the fish on board. To this he replied that the coin was bad, and thereupon another was tendered. The complainant had the second coin examined by the proprietor of the steamer, who gave it as his opinion that it was counterfeit. The constable on duty at the Wharf, Thomas Campbell, happened to come up, and took the defendant into custody. When the case came before the Magistrate to-day, the sheriff of the Court pronounced both coins to be bad, the first tendered being worth 65 cents, and the second 24 cents. The defendant was accordingly sent to six months' hard labour. Inspector Grey then took charge of the coins, and from what he subsequently heard, he sent them by Sergeant Gordon to the Treasury to be examined by the head sheriff there. This expert declared one of the coins, the first tendered, to be good, and the other to be worth only about 40 cents. The Magistrate thereupon remanded the case and had this sheriff called. He had, however, altered his opinion since, and now asserted that both were bad, their relative value being 40 cents and 75 cents. He added, however, that the debased character of the dollar second tendered was so well concealed that it would not be discovered without being bored or tested on a piece of stone. When the Police Court sheriff was re-examined, he also varied his opinion, pronouncing that the dollar first tendered was good, its only defect being the sediment of the crucible, and that the second one tendered was bad though its counterfeit quality could not probably be detected by a small trader like the defendant. Mr. Russell then sent down to the Oriental Bank, to have the best shroff there sent up to give evidence. The prosecution was taken that he should not be made aware of the purpose for which he was wanted at the Court, nor that he should have any conversation with any one in reference to the case. He examined the dollars and pronounced one to be good and one bad. He was now told that both the coins had been tested to be bad by two experts, and he surmised that one was good, and his opinion that one was good and one was bad, the latter being worth about 20 cents. It would be difficult to detect the bad quality of this dollar without boring or sanding it. The

Magistrate, acting on this opinion, amended his previous decision and discharged the defendant.

Police Intelligence.

(Before James Russell, Esq.)
March 17, 1877.

MACLEOD.
Malcolm MacLean, described as an engineer, was brought up for being a destitute, having been given into custody by Dr. Ayres, for being a man of no visible means of subsistence. The Magistrate applied to Mr. D. Gillies to see if anything could be done for the man, who, it appeared, had received assistance from that gentleman on a previous occasion. Mr. Gillies replied that he had done all he could for the man; he had given him a certificate to get a situation on board an American man-of-war, but in a few days afterwards, he came back and asked for \$30 to enable him to go elsewhere. Mr. Gillies of course refused him and he was of opinion that the man could not and would not keep any situation, and that the best way would be to send him out of the Colony. The Magistrate, under the circumstances, sent him to one month's hard labour.

ROBERTS.
James Beadle, a private H. M. 25th Regiment, was again brought up to answer the charge of being concerned in robbing a Chinaman of \$2 at Shum-sui-po in Chinese Kowloon. The prisoner was the second man charged with a similar offence, and his case was remanded till the 20th instant, on the application of Mr. Sharp, who appeared on behalf of the Crown. He stated that the case had been referred to the Government, and he was waiting for instructions from H. E. the Administrator.

CORRESPONDENCE.

THE CHINESE TERM FOR GOD.

To the Editor of the "CHINA MAIL."

Hongkong, March 17, 1877.

SIR.—Another pamphlet on the above subject, which has just appeared in the form of a letter to the Archbishop of Canterbury, suggests to my mind the advisability of the writer discussing the question *de a-Tai* instead of printing; and if then the Archbishop should fail, as he possibly would do, in helping Missionaries to agree upon a verbal translation, might he not perhaps meet the views of all parties by translating the Bishop instead?

I am, yours really

SERIOUS.

China.

(Herald, March 8th.)

The Formosan panic has subsided, and the Chinese now profess to be relieved of all anxiety in regard to Spanish designs on that troublesome dependency of the Empire.

We hear that the Calico Ball at the Club is on the tapis. After the late very successful assemblies, a reunion of the character suggested would, we think, be a welcome and appropriate termination to the season.

It is rumoured that Mr. Giquel is about to have fresh honours conferred upon him by the Chinese. He has already received the Yellow Jacket (a military distinction) and is, we believe, a General in the Chinese Service, and a Mandarin of the first class.

H. M. S. *Sheldrake* returned from Tamsui on the 6th instant. Her services might have been needed to protect British property during the fire on the 3rd instant; but, as usual in such emergencies, Her Majesty's Gunboat was away—presumably on a coaling expedition.

A disastrous fire occurred on the early morning of the 3rd instant, in the midst of the Foreign Settlement. The fire was first discovered at about 4 p.m., in the block of Chinese houses between the Oriental Bank and Messrs. Olyphant & Co.'s private residence on "the hill." It originated, we hear, in a cooper's shop, and is strongly suspected to have been the work of an incendiary. At one time the Oriental Bank and other adjacent foreign buildings were in danger; but the timely arrival of engines belonging to Messrs. Jardine, Matheson & Co., and Gilman & Co., in conjunction with the strenuous exertions of some foreign and native residents, prevented the fire from spreading. Between three and four hundred houses were destroyed, but the actual loss of property—being a poor district—was not very great. An old man and some children are reported to have lost their lives.

Prior to the departure from Hongkong of His Excellency Governor Sir Arthur Kennedy, the leading Chinese residents of the Colony presented him with an official letter and address. Sir Arthur is said to be the first Governor of Hongkong to whom the Umbrella so dear to Mandarins has been presented. It is only fair to add that Sir Arthur remains a thoroughly British official—uncontaminated by the Chinese classics.

The Report of the Shanghai Municipal Council for 1876 has been published, and is an interesting document. The total foreign population of the port on the 21st June last amounted to 1676, of whom 1096 were males, 280 females, and 291 children. 878 were British, 506 were from the Continent of Europe, 191 Americans and West Indians, 89 Asiatics, 8 Eurasians, and 1 Negro. The native population is computed at 35,662, of whom 7,539 live entirely abroad.

The Straits.

(Singapore Daily Times.)

The British steamer *Ban Yong Seng*, Capt. Darke, from Bangkok, arrived yesterday (March 6th) and brought as passengers from that port;—Their Highnesses the Princes of Montenegro and the Prince of Liechtenstein, who are now on a tour round the world.

The Police have recovered 31 of 300 bags of tube gambler which were stolen from the godown of Messrs. Guthrie & Co. Two Chinamen have been arrested upon suspicion of having been concerned in the robbery. Eight Chinamen, who were accused before Mr. Hervey at the Police Court of being actively concerned in the post office riot and the assault upon Mr. Maxwell in December last, were yesterday convicted (March 6th.) One was sentenced to six months' and the seven others to four months' rigorous imprisonment, and each to find sureties for his future good behaviour.

We understand that the Post Master General has received notification that these settlements will from the 1st of April next

be admitted into the General Postal Union and that the rates of postage to the United Kingdom will from that date be 6d. upon letters via Southampton and 8d. upon those via Brindisi.

From Java papers to the 24th ultimo, the following items are translated:—"Yesterday (16th) we stated that the British ship *Inverary* had been lost in Bali Straits and that the eight sailors whose lives were saved had landed at Sumba. We are informed that this is inaccurate. The British vessel is called *Inverness* and foundered 60 miles to the E. of Bali, while the sailors landed at Sumbawa after having been in their boat eight days at sea."

"The *Egerton*, Sandman, has struck upon an unknown reef in the neighbourhood of Sandelwood island, and will in consequence thereof have to go to Singapore to be docked because in Sourabaya, the second chief town of Netherlands India, there are no facilities for docking vessels."

"Telegram to the Handelsbevoering, Antwerp, 17th Feb.—Arrived, the British ship *Iris Hope*, Deereed, from Newcastle to Singapore with fire amongst the coals. Experts have let water run into the ship to 8 feet."

"The British ship *Iris Hope*, Deereed, from Shields, laden with coal has arrived at Anjer roadstead. The captain reported that the cargo was on fire and applied to the authorities for the assistance of men to apply water. At present, although three days have elapsed, the coals are still burning. The smoke ascends through all the openings of the ship, and there is but little hope of preserving the vessel. As probably better means are at hand at Batavia, the ship is being towed thither by the steamer *Merapi*."

—*Java Bode*, 20th Feb.

"In addition to the telegraphic intelligence regarding the *Iris Hope* that lay near Palo Babi with fire amongst the coals, we have ascertained that the *Merapi* has been despatched to take the said vessel in tow. Yesterday evening, however, when she was in tow, an explosion of coal gas took place, whereby the vessel was so shattered that she had to be sunk near the cape of Bantam. The crew and the captain abandoned the ship which went down rapidly, and is now guarded by a portion of the crew of the *Merapi*. We understand that the vessel was quite new."—*Batavia Dagblad*, 20th Feb.

"Yesterday the captain of the iron vessel *Iris Hope*, which, with fire amongst the coals, had been beached between Anjer and this city, left for his vessel in the steamer *Batavia* and found her still burning although more than half full of water. He has ordered the crew to abandon the vessel. On Saturday next, the wreck will be sold by public auction. The vessel was built of iron and was brand new. She was making her first voyage."—*Idid*, 22nd Feb.

"The hull of the British barque *Iris Hope* with coals from England to Singapore, which was in our station formerly had arrived at Anjer with fire in her cargo, and had been beached after fruitless efforts to extinguish the fire, was this morning sold by auction here, with the cargo still on board, and the inventory, for 18,200 guilders. The boats &c., brought 892.60 guilders."—*Batavia Handelsblad*, 24th Feb.

"A telegram from the Asst. Resident of Deli offered for transmission at Pinang on the 12th February, contains the following:—

"At night on the 6th instant, at about 2 o'clock, Mr. Van Stiehl, at Sungky Siput, was attacked by robbers, wounded by them, and robbed of 1,000 dollars."—*Javanische Courant*.

"One of our correspondents at Deli, writes to us as follows, regarding the attack on Mr. Stiehl during the night between the 6th and 7th instant:—'Almost every night plundering expeditions are made by armed Chinese against the European residents. They are almost always attended by a murder or two, and the Chinese have become so daring that during the night between the 6th and 7th inst., they robbed and murdered in a house near the Camp. During the same night, yes, almost at the same hour, there took place one of the boldest crimes ever yet committed here by Chinamen. The manager's house of the *Rudolfshof* estate was plundered by a band of armed Chinese. Mr. Van Stiehl received fourteen wounds, and his intending murderers appropriated as pay certainly for their brave and noble calling, the sum of 1,000 dollars (in a box they took away with them).'"—*Java Bode*, 24th Feb.

"The judicial commission, which inquired in Deli, into the complaints made in consequence of the cruelties of tobacco planters, returned the day before yesterday. It is said that unfavourable intelligence regarding fresh disturbances followed them, and that they have become convinced that the police force in Deli is utterly insufficient. The most seriously accused planter, against whom the most satisfactory proofs are at hand, has, it is said, an unsuccessful attempt to destroy himself. A atrocious ill treatment is exceptional in Deli. On the other hand, it was the rule, as being unavoidable from the nature of things, to punish with the rattan runaway coolies and brought back by the natives who received for so doing so much a head. Not seldom also payment was made in orders for provisions which were only valid in the shop owned by the planter, where prices were kept high, and a very large profit was made. There were also frequent instances of the abuse of not paying the coolies the money due them until after the end of the season, in order to prevent them from going away."—*Batavia Dagblad*, 24th Feb.

The same journal also states, that leave to prosecute six Europeans for the way in which they had dealt with coolies in Deli and Langkat has been granted or was under consideration by last accounts. The planters there, being afraid of losing their lives and properties, have organised armed guards on their estates. In a single night such a guard was six times fired upon. A planter lately sent out a trusty labourer, who had served him for years, with 700 guilders. On the next day the latter was found murdered with his head cut off.

On the 21st ultimo, the Court of Justice at Batavia delivered judgment in the case of Captains Hays and Van de Gevel charged with the manslaughter of three Chinese on the occasion of the collision between the steamers *Willem Kroonprins* and *Nederlander* and *Aghah*. The Court held that the drowning of two of the Chinese was fully proved but acquitted the accused on the following grounds:—The Court held that far from there having been on the occasion excessive carelessness or blamable neglect there was not even want of seamanship, and taking into consideration that experts differed greatly in opinion as to the manner in which the vessels ought to have been handled, the Court also held that what happened was due to nothing else than an error of judgment, a mistaken view of what was required, which did not amount to such a degree of imprudence as would bring the accused within the reach of the penal law.

LONDON GOSSIP.

(Pioneer.)

London, Jan. 25, 1877.

Sport and pastime languish, and even those gregarious young men in the neighbourhood of London, who belong to Hare and Hounds Clubs, and go over the country all weathers, even they are fighting shy of their favourite amusement. It would be rather ignominious for a hare or a hound to be drowned in a ditch, nothing heretical about it, and the verdict would be probably "served him right." These energetic youths then cease from their labours, and the awful state of the weather fills music halls, refreshment bars, billiard rooms, public houses, &c., to overflowing. I am afraid the weather has much to answer for in the way of liquor, and the publicans and the caterers are doing a roaring trade. We are leading an idle life than usual, for even a constitutional is an impossibility. Rinkling is gone out of fashion, and the \$4,000 that Clover, the soap-man, has expended on the Marble Rink at Knightsbridge, I don't think he will see again, or any part of it. You cannot, at least, I cannot, play billiards all day long, and so at the lounging clubs, such as the Raleigh, the Road, the Park, and the Brompton, we liquor up. All very bad, and I try and fight against it, but when you enter a club, and a man looks fixedly at you, and then touches the ball or calls the waiter, you know your doom. Sherry and whiskey are, I think, the favourite beverages, the latter is such a wholesome spirit you know, recommended strongly by the faculty, and I think the faculty have much to answer for. The theatres receive a great portion of the idle youth of Babylon, but I fancy the two that are really doing well are, as I have told you before, The Court and the Prince of Wales's. I went to the Aquarium Theatre last night, and was surprised (it was my first visit) to find it such a large one. It is nearly as large as the Princess's, and will hold about 2,240. It did not hold that sum last night though, nor anything like it. A rather good play well interpreted, except by John Billington in the part of a Waterloo veteran and Miss Maybrick as an actress. The Aquarium proper has a wonderfully good bill of fare, from nigger mustard, ketchup, &c., up to stupendous performances on the trapeze, the *Flanlon* Volts troupe, one member of which known as "Little Bob" concludes the performance by a featless dive from the dome 75 feet. He falls into a net, but it is a rather awful thing to see, and the certainty that he will break his neck some day makes it of course as a young friend of mine remarked, "awful interesting." The Aquarium is doing well, I think, under Mr. Wybrow Robertson's management. That gentleman has returned to the scene of his early labour, and has certainly infused a vigour into the concern which it had previously lacked. Mr. Labouchere, who has ceased to have anything to do with the Aquarium and its ways, of course girls at it in truth, calls it a music hall, &c. &c. That gentleman has been persistently attacking the Miss Terry in each number of his paper that has yet appeared, accusing them of "packing the house on first nights when they appear, of hiring and organizing a *claque* on the French system, and moreover stating that Messrs. Lewis and Allenby, a partner in which firm Miss Kate Terry married, are in the habit of sending all their young men to the theatres where the Miss Terry's act, with instructions to applaud them, and then alone. Now, the reputation of the two Miss Terry's now on the stage stands so high that they have won and are still winning such favourable appreciation of their talents from the London public, that the very idea of their requiring a packed audience or a paid *claque*, sounds ridiculous to every play-goer. Putting on one side the epifunefulness of the attack on these ladies, people have been wondering how Mr. Labouchere can make such a fool of himself as he has done in his paper, when the motive is so well known. The intimate relations between Mr. Labouchere and Miss Henrietta Hodson are patent to everyone. Next week that lady will appear at the Haymarket Theatre in *Pygmalion* and *Galatea*, in which she will have to play what is commonly termed a "second fiddle" to Miss Maria Terry. The nasty articles in *Truth* are thus fully explained.

I forget if I told you of a fancy ball a fortnight ago, at which, among other distinguished guests, Miss Bromley appeared as a Pillar Letter Box. Her costume was scarlet and black, and described to me as something very wonderful and attractive, which no doubt it was. I hasten to correct the account (told to me in the most circumstantial manner) of a separation between that lady and a very intimate friend. I am assured that there is no truth at all in the report, and yet the gossip believed it for certainly two or three days. There were one or two other charming persons at this ball: Selina Dolan, Emily Duncan, Kate Vaughan, &c. The latter is in very bad health, for which I am sorry. Burlesque cannot afford to lose her.

Talking of misfortunes, or rather the vicissitudes of fortune, let me mention what was related the other night at dinner in my presence by the vicar of one of the London parishes. He assured us that he had lately met a college friend of his, an Oxford man, a second class classic, acting as porter at Tam's, a great draper's somewhere in the city. Somebody remarked:—"Really, I suppose the poor fellow is down." "No," said the clergyman, "I have reason for believing that he has been an exceptionally abstemious man all his life. In my opinion he is simply an unfortunate man. I don't like using the word because I know when translated accurately it generally means vicious or imprudent, or indolent or wrong-headed, or feckless. But this man has been well-conducted, industrious, and self-denying all his life. Of course, he wants some qualification for success in life, but I don't know what that wanting qualification is, unless good luck. It is true, he did one very imprudent thing almost immediately on taking his degree. He married. His wife was a good, blameless woman, the daughter of a respectable Berkshire farmer. First he endeavoured to gain a livelihood as private tutor at Oxford; but the proceeds of this pursuit were just too little to live on. Then, by his father-in-law's advice he took a farm, but after fourteen years' hard struggle gave up the contest and his farm, paying, however, all his debts. Then he went to London and tried to manage by giving classical lessons and doing back literary work. Then his wife died. Some friends got one of his boys into the 'West Coast School,' and the other is apprentice to a bookbinder. He himself, at 48 years of age, is house-porter at a draper's and does almost himself to be a fustian man in fustian that he wears in his weekly 80s. per-

haps, after all he does not deserve to be considered so particularly unfortunate."

They have been resorting to capital punishment in the Austrian empire, where executions had been almost in abeyance for some years past. Being out of practice, the hangman executed Francesco, the murderer of the Viennese postman, so unhandily as to call forth a letter to the *Politik* from the Executioner of Prague. That document is so quaint that I am tempted to send you a translation. Referring to the delay in putting Francesco out of the world, the writer alludes to his own expertise in the strangling art. "For instance," he says, "I executed six criminals at Saint-Karoly, the seventh being pardoned at the last moment. I hanged the whole six in ten minutes, in proof of which I hold the certificate of the Committee of Execution, wherein high praise is accorded me for the ease and rapidity with which I accomplished my melancholy mission. These six persons condemned by martial law, ended their lives on the gibbet on the 18th October 1863. Up to the present I have performed twenty-seven executions with the rope, and I can assure you that not one of them lasted more than two seconds. A good worker in this line should never leave the tongue to project, nor the features to be distorted, nor the eyes protruding. Nor even, though the body should remain suspended to the gallows till the evening, ought it to become blue or black or inflamed, if the executioner be up to the standard of his business. I am the only hangman of Austria who operates according to the new system. Why did they not employ me at Vienna in the executions of Raketz and Francesco? I want expressly to Vienna to witness the hanging of the former, and really a butcher could not take more time to kill an ox. Unhappily, this hangman of Vienna has not sufficient experience in his art. I appeal, consequently, through your columns to the Minister of the Interior, and ask him to put an end to those divergences in executions, so that the passage from life to death, if it is to be by the hands of the hangman, should be effected in an honest, humane, rapid, and (above all) uniform manner. As for me, I am furnished with numerous certificates of approbation, and I am desirous to be permitted to train all the hangmen of the empire to my mode of execution, and for this purpose I am ready to place myself gratuitously at the disposal of the State. Requesting you, once more, in the public interest, to publish this letter, I am your devoted and respectful, Johann Pimperger, Imperial and Royal Executioner for the Kingdom of Bohemia." What a patriotic hangman! But, then, probably Pimperger's request will not be regarded at home, for no one is a prophet in his own country, as a noble Hungarian remarked this week to a noble Magistrate of Paris. "You cheated, said his Worship to the prisoner, a Jeweller of the Rue de la Paix out of 30,000 francs, and a horse-dealer of the Champs Elysees of 10,000. You plundered a coachbuilder of the Avenue Friedland, and yet you say you are a Hungarian Magistrate. If that be so, why did you not ply your industry on the banks of the Danube? It would have been more simple than coming to Paris." "True, sir," replied the accused, "it would have been more simple on my part to make the attempt at home. But alas! Monsieur, *personne n'est prophète dans son pays*!" I think I have rarely heard the proverb better applied.

Has the absurd report reached you, I wonder, that Mr. W. H. Smith had bought the *Daily Telegraph*. I have heard it asserted with most impressive gravity as the explanation of the course which that great journal has pursued on the Turkish question. Enormously wealthy as the member for Westminster is, the purchase of the *Telegraph* would probably be beyond his scope. Moderately estimated, and with full remembrance of the comparatively precarious nature of newspaper property, the *Daily Telegraph* is well worth a million sterling down in hard cash. Nor is there any necessity to invoke the ideas of purchase and a change in the proprietary to explain the conduct of the paper regarding English policy in the East. It would be no reproach to the organ of a great party if on a truly national question it abandoned the cause of its party for that of the country. But the *Daily Telegraph* was not driven to such a painful extremity. It was not necessary to be not a Liberal in order to be patriotic, for fortunately the better half of the Liberal party was English rather than partisan. I have reasons, which are fully convincing to me, for being assured that the policy of the *Telegraph* in Russo-Turkish matters was determined (possibly after consultation with Edwin Arnold) entirely in the council of Mr. Edward Lawson's own mind. There was no previous communication with any member of the conservative ministry, much less anything of the nature of negotiation or bargain. On the other hand, there was previous communication with Mr. Gladstone. He was distinctly told by the editor and managing proprietor of the *Telegraph*, though with all the consideration and deference required by their previous relations, that the latter could not follow him, in that course of foreign policy which he was bent on pursuing. I really believe therefore that the *Telegraph* is almost as much a Liberal organ as it was formerly. Certainly, there is no truth in all these rumours about its having been either "squared" on this particular question of Turkey by the promise of exclusive information more than about it having passed by purchase altogether into conservative hands. Nevertheless it is very probable that the intimate connection which existed between the *Daily Telegraph* and Mr. Gladstone personally (like that between Lord Palmerston and the *Morning Post*) may never be resumed. Statesmen are not particularly grateful for support and praise when they are deserved,—that their more candid opponents will perhaps give,—what they really value are support and praise even when they are undeserved.

There may be more truth in the report that Lord John Manners will shortly resign from the Cabinet and Mr. W. H. Smith will become Postmaster-General in his place. I do not, however, vouch for it. I only mean that it does not seem improper or astonishing in itself, and that I cannot say of it, as I can of the other rumour, that I know it to be false.

Every time that I have been on the point of alluding to the battle royal between "dear Arthur Tooth," as Archbishop Denton calls him, and the Law, I bethought me of John Lang's famous article on the "Gurham Case," and refrained; but it has been like omitting the part of Hamlet in the representation of the play. For, for several weeks past, I really think the Tooth con-

troversy has divided, not unequally, with the Constantinople Conference the honour of conversation. Men, indeed, when alone, might discuss the topic contemptuously with some of the hundred verbal quiddities which the contumacious dandyman's name suggests to every blockhead, whether dandy or not; but wherever there are ladies, his rights or wrongs can be no more excluded from discussion than air from a room. I am not now going to argue about the tiresome business, but still there are some little circumstances with which you may be unacquainted, as I have not seen them in any of the London papers, and one or two anomalies in the case which are really curious. Colonel Valentine Baker's and the Rev. Mr. Tooth's offences are so very dissimilar, that it strikes me as comical that both should be imprisoned in the same cell of Holloway prison. It is still, more odd, though not so comical, considering the respective offences of the two culprits, that while Colonel Baker was allowed to make his "hermitage" as luxurious as he liked or as money could, Mr. Tooth being imprisoned technically for contempt of court, and not being a "first class misdemeanant" like his predecessor, is denied the same privilege of making his cell a snugery. I don't object (very liberal of me, isn't it?) to Mr. Tooth's imprisonment, for though a man may have the best of motives for knocking his head against a post, he has no right to complain about injustice, if the performance raises a bump. Still I think the law, or its administration, is contemptible which is so wanting in flexibility and incapable of adaptation to modifying circumstances as to treat immaturity with more indulgence than mere stubbornness.

I think you will agree with me that the enclosed advertisement extracted from yesterday's *Times* opens a glimpse into very sad abuses of ignorance wherein numbers of well-born and well-educated women are struggling almost in vain.

"FOR SALE. A WEEK.—Superior Morning Gown, from Paris. Subjects: German, Italian, French (spoken fluently), English, Drawing, Music, Singing. High references.—Address A. Z., Post Office, Blandford-street, W."

Fancy four shillings a week for six mornings' work of a lady qualified to teach German, Italian, and French, as well as music and singing! I quite forget whether I ever mentioned to you an incident in the recent experience of a lady with whom I am acquainted. She advertised for a "superior nurse, to take sole charge of four little children aged from 15 months to 6 years. Must be competent to teach the older ones little reading, &c., Salary, £40." But in vain. She received no answer. On deploping this ill-success to her doctor and showing him the advertisement, he said:—"Pooh, cut down the £40 to £20, and advertise for a nursery governess instead of a nurse, and you will have applications enough." She did so, and sure enough the applications came in by scores and scores.

I was calling the other day on some people at Streatham Hill and heard incidentally a good deal about Mrs. Bravo. She is living in her old house, The Priory, at Balmes, which is quite close to Streatham, but under new auspices. Public opinion in the neighbourhood has shifted bold round regarding her. Whereas formerly, even before the trial, everybody looked askance at her, and she often ran risk of positive insult, she is now positively with the lower classes, who are ready to break anybody's head who speaks ill of her, while ladies by an unobtrusive deference (when they meet in shops, for instance) endeavour to show that they sympathize with her trials more than they condemn her errors or envy her success. As for the men, if Mrs. Bravo does not marry again, it will not be for lack of presentable candidates for her hand.

By the bye, I heard a story at Streatham which is, I think, worth the pen and ink. A lady in the neighbourhood had recently presented her husband with twins. A visitor unaware of the circumstances had called at the house, and was owing to some misunderstanding of the servant admitted and shown into the morning-room. The lady found to use her own words—her little boy, Oscar, about three or four years old, fondling a very young kitten, while the mother was looking rather suspiciously on. By way of saying something to the child I remarked:—"Take care! Pussy looks as if she was jealous of your touching her kitten." "Poor Pussy!" said the boy stroking her with one hand. "She had five little kittens at first, but they drowned all the others, and now she's only got this." He looked quite mournful as he said this. "But," he continued, cheering up, "mamma has got two new babies, and she intends to keep them both."

Quotations.

HONGKONG, March 17, 1877.

OPUM.—New Patna, cash... \$585
" New Patna, cash... 547 1/2
" New Malwa, cash... 530
" Allowance Trade, 30 c 40
" Old Malwa, cash... 580
" credit, 588
" Allowance Trade, 24 c 32
CAMPHOR... 16 50
QUICKSILVER... 32
SALT-PETRE... 6 s 6 1/2

Exchange.

Bank, on demand... 8 1/2
" 30 days' sight... 8 1/2
" 6 months' sight... 4
Credit, 4
Documentary, 6 months' sight... 4 1/2
Bombay... 223
Calcutta... 223
Shanghai, demand... 7 1/2
" 30 days... 7 1/2
Bar Silver, 17 dwts. 3... 8 1/2
Mexican... 2 1/2
Gold Leaf... 25 70
English Sovereign... 8 00
Australian Sovereign... 5 00
Discount... 7 s 9 1/2

Shares.

Hongkong Bank, 27 1/2
" S. S. S. Co., \$580
China S. S. Co., \$150
China Traders' Ins. Co., \$8,000
Union Ins. Society of Canton, \$620
Chinese Insurance Co., \$200
North China Ins. Co., Tia. 610
Yongtze Ins. Association, Tia. 610
H. K. & W. Dock Co., 40
H. K. & M. S. S. Co., 28
Shanghai Steam N. Co., 78
Hongkong Hotel Co., \$52 1/2
Chinese Imperial Loan, \$103

Temperatures.

(Taken at Messrs. Falconer & Co.'s Observatory, Queen's Road.)
HONGKONG, March 17, 1877.
Barometer... 30.2
Therm... 80.2
Do... 80.2

Portfolio.

A RHYME OF ONE.

You sleep upon your mother's breast,
Your race begun,
A welcome, long a wished-for guest,
Whose age is One.

A baby-boy, you wonder why
You cannot run,
You try to talk—how hard you try!
You're only One.

Ere long you won't be such a dunce;
You'll eat your bun,
And fly your kite, like folk who once
Were only One.

You'll rhyme, and woo, and fight, and joke,
Perhaps you'll pun;
Such feats are never done by folk
Before they're One.

Some day, too, you may have your joy,
And envy none;
Yes, you, yourself, may own a boy,
Who isn't One.

He'll dance, and laugh, and crow, he'll do
As you have done;
(You crown a happy home, the' you
Are only One.)

But when he's grown, shall you be here
To share his fun,
And talk of days when he (the dear!)
Was hardly One?

Dear child, 'tis your poor lot to be
My little son;
I'm glad, though I am old, you see—
While you are One.

—Frederick Locker.

NEVER GIVE UP.

Never give up! It is wisest and better
Always to hope than once to despair;
Fling off the load of Doubt's creaking fetter,
And break the dark spell of tyrannical care.
Never give up! or the burden may sink you;
Providence wisely has mingled the cup;
And in all troubles or trials, be thankful you
The watchword of life must be "Never give up!"

Never give up! There are chances and changes,
Helping the hopeful a hundred to one;
And through the chaos High Wisdom arranges
Ever success, if you'll ever hope on.

Never give up! for the wisest is holdest,
Knowing that Providence mingles the cup;
And of all man's the best and the oldest
Is the true watchword of "Never give up!"

Never give up! Though the grape-shot may rattle,
Or the dark thunder-cloud over you burst;
Stand like a rock, and the storm or the battle
Little shall harm you, though doing their worst.

Never give up! If adversity presses,
Providence wisely has mingled the cup;
And the best counsel in all your distresses
Is the stout watchword of "Never give up!"

GEMS FROM DON QUIXOTE.

Beauty in a modest woman is like a fire
or a sharp sword at a distance; neither doth
the one burn nor the other wound those
that do not come too close to them.

Keep your mouth shut and your eyes open.
Self-praise depreciates.

Other men's pains are easily borne.
Liberalism may be carried too far in those
who have children to inherit from them.

Every one is the son of his own works.
Honey is not for the mouth of an ass.

No padlock, bolts or bars can secure a
maiden so well as her own reserve.

Wit and humor belong to genius alone.

The wisest person in comedy is he who
plays the fool.

There is no book so bad but something
good may be found in it.

We are all as God made us, and often-
times a great deal worse.

We cannot all be friars, and various are
the paths by which God conducts the good
to heaven.

Conscientiousness bursts the bag.

It is easy to undertake, but more difficult
to finish a thing.

The term is equally applicable to all
ranks—whenever is ignorant is vulgar.

By the streets of "By and By" one
arrives at the house of "Never."

Between the "Yes" and "No" of a woman
I would not undertake to thrust the
point of a pin.

A bad cloak often covers a good drinker.
Pray devoutly and hammer on stoutly.

When a thing is once begun it is almost
half finished.

The jest that gives pain is no jest.

BROKEN DAYS.

There are few people who have not dis-
covered how difficult it is to secure time
for any pursuit over and above that required
for the daily business of life. For instance,
one has an ambition to excel in an accom-
plishment, or to acquire a language, or
one's tastes lie in the direction of geology
or mineralogy. The hours which can be
found and devoted without interruption to
these cherished things are few, so few that
often the plans are laid aside, and the
attainments regarded as completely beyond
the reach of the busy man or woman. The
demands of a profession, the cares of a
household, the claims of society, and the
duties of religion, so occupy every moment
of every day, that it seems idle to try to
keep up the studies which once were a joy
and delight.

If men and women would do what they
can, with their bits of time, to learn what
they can, in the fragments and interrupted
portions of days, which they can alone be
sure of, they would be surprised at the end
of a season or the end of a year, to find
how much they had accomplished. It is
better to read one good strong book
through in the winter, than to read nothing
but the newspaper, and perhaps not that.
A half-hour daily devoted to any book, any
art, or any athletic pursuit, would be
sufficient to keep it in the possession of the
mind, and to give thought something to
dwell upon, outside the engrossing and
distracting cares of every day. That precious
half-hour would save from the narrowness
and pettiness which are inevitable to those
whose work is exclusively given to the
materialities of life. It would things and
color the day, as a drop of ruby liquid in
the druggist's globe imparts its hue to a
gallon of water.—Margaret E. Sangster.

DOWN IN AN AUSTRALIAN GOLD MINE.

(The Australian.)
It is not so easy a matter to get down
into these mines as might be supposed.
Managers cannot be troubled with constant
visitors, and as the prospect of one takes
up the time of some employed intimately ac-
quainted with it, it can be readily under-
stood that permission to go below with the
possessions of a guide is no slight favour in

companies where the duties of every man
and the return in labour are calculated with
the greatest nicety. And then, notwith-
standing that one receives every attention,
the parting from the sunlight of the swiftly-
descending cage into the blackness of sub-
terranean gloom is not one of the most
pleasurable emotions. The thought of acci-
dents, of the value of recent safety cages,
of something going wrong with the gear, or
of the result of a mistaken signal, are pre-
sent to the visitor. Such was the feeling I
experienced when changing my dress for that
of a miner while being delivered over to the
care of Mr. Vaudry, the underground
"boss," by Mr. Rogers, the mining manager
of the North Cross Reef Claim, Stawell.
I have already described the progress made
by the people from the time when aggre-
gated companies of miners worked at shall-
ow depths on the gold-giving reefs, but no
change is more marked than the vast and
daily increasing depth of the mining shafts.
The Newington and Magdala claims have
attained a profundity of over 1,800 feet, and
several others are close in their wake. It
was my desire, however, to see the far-
famed claim whence so many hundreds of
thousands of pounds have been distributed
among the people, whence so many hun-
dreds of thousands of tons of quartz had
been raised and crushed—the claim which
had assisted so many to opulence, and from
whence I might to-day have been drawing
my £2,000 or £10,000 a-year if I had but
invested £100 in the 1s. 6d. or 2s. scrip a
few years ago.

It was a swift, smooth descent, conveying
the sensation that one was stationary and
the earth rising up above and around. The
last glimmer of the bright day overhead
faded out, then the faint twilight passed
down, and in the dense darkness the cage
passed down. Mr. Vaudry spoke of the com-
mon-place matters in the voice of a man
doing a very common-place thing. I found
it an effort to reply in monosyllables, and I
did not even try to follow the thread of his
conversation. The atmosphere was becoming
cooler and pleasanter, and the muffled
sounds of hammering, in what appeared to
be far cavernous distances, were heard.
The motion stopped, and we were stand-
ing stationary for a moment, and then descend-
ed again with scarcely perceptible motion
till we struck with a jar and clatter, on
something solid beneath. There was visible
in front of me a large dark chamber,
in which a candle was burning. Then came
the booming sound of a truck rushing to-
wards us from some invisible distance. I
had stepped irresolutely from the cage,
when a candle was placed in my hands,
and we proceeded up a lofty, square passage,
carrying the guttering candles. Pillar after
pillar seemed to stand out of the gloom to
look at us, and retire again into the shroud-
ing darkness when we passed. Overhead
was what miners call the head-wall of the
roof—that is to say, the upper stratum of
the stone in which the lode is cased—
sweating at every pore, and trickling down
besides in fine glistening streams. On each
side was the blue-veined quartz left in
reserve for future workings, and always the
distant sound of heavy hammering. Pass-
ing along and trying to pick the way
steadily on a footboard between the tails,
with what appeared to be deep recesses
on either side, was to me tiresome and
straining work, but when the roof of the
passage suddenly lowered, and we had to
walk half bent below a rugged
arch, props, and walls, at an angle of 25
degrees, with everything else, ourselves
included, apparently at this angle, it seemed
as though the earth had taken a slide and
we were all off the perpendicular. In this
journeying sudden mounds of broken stone
appeared before us, and above them gaped
apertures reaching to other levels, where
stone was broken and emptied down to be
trucked away. As we travelled on, the
roof and floor seemed to be getting closer,
and props and walls yet farther off the
perpendicular. The hammering became
more distinct, and then were to be seen the
lights of the workers, with a muffled ring-
ing and thudding of the strokes trembled on
the atmosphere and filled it with the noises.

We were now at what is known as the
640ft. level, and in the vicinity of the place
where the far-famed flat reefs and the
vertical reef functioned, and from whence
were taken some of the finest yields. My
guide took me on to the extreme end, that
is the "face," where the men were quarry-
ing out the stone while extending the drive,
and whence trucks laden with the precious
quartz were constantly departing full and
rolling back for more. Although the mine
is well ventilated, yet at this spot, which is
one of the farthest extremities to which the
workings have been carried, the heat caused
by the exertions of the workers, by the
lights used, and the remoteness of the place
from currents of air, rendered the atmos-
phere heavy. The kind of work performed
requires sustained effort; it is mainly drill-
ing for blasts. I do not know the technical
name of the instruments used. But it ap-
peared to me that one man holds a short
crowbar, not unlike a jimmy in size,
while his companion acts as hammer-man,
striking the bar a constant succession of
blows with the unfailing exactitude of a
machine. Three or four parties were at
work, and there seemed to be neither pause
nor falter in their labour. The heavy ham-
mers were wielded with the regularity of
clockwork, the constant perspiration stood
on the men's faces, and the constant sounds
caused by their efforts came as regularly
from their chests as the hammer blows from
their muscular arms. In the dim light, the
misty atmosphere, and the high temperature
there, men looked like Cyclops. There was
about them that unreality which the depth
of the darkness, and the danger attributed
to give. On either side were entrances in
strange directions towards other workings,
where again were to be heard the faint
hammering, and to be seen again a repeti-
tion of the slowly-piercing bars making
cavities for the powder blasts.

It was incomprehensible to me how my
guide found his way. The drives or passages
seemed to branch off in every direction, but
he was as familiar with them as the archi-
tect with the building he has designed. We
walked, or rather slid over steeply
slanting banks of foot-wall, like the rocks
of a mountain, and down ladder leading
into the profound darkness. I was nervous,
notwithstanding the assurances of my companion
—to other places where the men were at
work, and the air again filled with the
noise, the darkness being made visible by
the dripping candles. The roofs of the
functioning drives, wet with moisture, and
moisture, and the white and streaky quartz
face, six feet in thickness, was again being
pierced for the inevitable force of powder.
Mr. Vaudry tried to explain to me the
mysteries of the underlie, the peculiarities
of the dip, the course of the reefs, the

directions which they were taking towards
the Newington and Prince Patrick compa-
nies. He illustrated to me the whole of
the practical geology of the claim with the
aid of a board and chalk, and took my
silence as significant of interest. I fol-
lowed him, at intervals, as a kind of
psychological experiment, to learn if in the
fantastic possible way I had a grasp of his
subject. His answers showed me that I
was invariably stumbling about one reef
while his remarks had reference to another.
He took me north and south, and east and
west, and the more "he took me" the
more I became bewildered. While in the
midst of explanation about foot-walls and
heat-walls meeting, about reefs pinching
and making, about the flat and the vertical
reefs, a boom sounded above our heads
that seemed to me to make the whole claim
shiver. Above where we sat were great
props as large as tree trunks, and 20 feet
high, with huge blocks of timber called
caps placed across; these were bent upon
the supports and striking beneath the
weight above the props were lifted
down, others showed what appeared to be
signs of subsiding, and when the boom
ran along the drives like a wave I thought
the trunks were trembling. "Did you
hear that?" I asked, with an elaborate
assumption of coolness. "Hear what?"
asked Mr. Vaudry, with his calm composed
face. "That!" I replied rather
faintly as another and another boom
rushed up at us from below, and rolled
round us, apparently bearing with them
a portion of the strength they exer-
cised an instant before, and rolling on
and through the miles of drives telling
of their work done, and so putting the
whole mine in a tremor, the gigantic
posts and the sparkling roofs partaking of
the subtle, but distinct shock. "Oh that,"
replied my companion, not, I fear, without
a feeling of contempt at the anxiety I tried
to hide. "Why, those are blasts." What
they were successful with the stone I
cannot say, but I am perfectly certain they
were successful in blowing away my little
information I had managed to collect from
the illustrations previously referred to.
Reference to my note-book shows that some
hydrographical, which I made at this period
of my visit, have a kind of resemblance to
Sancrist. From the spot where we were
sitting we wandered on into cooler and
more refreshing air, but the spacious 20
feet passage narrowed again as though roof
and floors were coming together, the lum-
bering thunder of approaching trucks meet-
ing us from the dark beyond, the dim
approaching candle like a solitary spark,
and the obscure darkness everywhere
limiting our vision to a space of not more
than 8ft. or 9ft., were surroundings not at
all calculated to reassure a nervous visitor.
We slid down again to yet another level,
where the blasts had been fired. The air
was thick with sulphurous smoke, and here
a party of men, seated for the dinner-hour,
were making the most of their short respite.
As I stumbled past, feeling a certain com-
punction for myself that I was unable to walk
as others did knowing that my over-all
trousers were much lower down than the
circumstances of the case or the aesthetics
of mining demanded, one of the party,
who seemed to read me intuitively, asked in his
hearty way, "Is that there a pattern of
the new underground miners?" I felt a
very poor pattern indeed. In earnest hope-
fulness I waited for the next proposition of
my guide, trusting to hear that we might
return to the surface. Instead he gave me
the information that there were two shafts
on the claim, each of which was worked by
separate engines and machinery; that the
deepest was No. 2 shaft, which was over
900ft. from the surface; and that we must
go to the latter, and visit the lowest level.
The extensive chamber at the shaft was
reached, the walls around being protected
by three trunks, about 8ft. in length, built
in solid after the style of a log-hut wall.
Signals were sent up, the cage before us
rose a height of 12ft. or 14ft., the bridge
on which it rested was taken away, and the
last depth of the shaft appeared. The
levelling tool above seemed by some
means to be present with us below, watch-
ing the cage, too, it came back to position
so carefully, and steadied so exactly at the
level from whence we stepped to grasp hold
of its iron rail once more. In this lowest
depth the air was cold, the excavations
were made in solid stone, and no props
were needed. The inspection was but a
repetition of former experiences, but it
served to impress upon the visitor the vast
amount of labour required and executed to
raise the 2000,000 of dividends, and the
works yet to be accomplished in the
believing of it, rather depths and the exca-
vating of the drives as new levels are opened
out and worked. The whole mine resem-
bled an immense underground building, in
which were long, deserted passages, many
empty rooms, with here and there parties
of men at work on every story, but bearing
apparently only a small proportion to the
vastness of the whole. Nevertheless, these
parties raise from 16,000 to 19,000 tons of
quartz per month, so that not a few of the
corridors are kept busy with the constant
trucks. The swift upward ascent was soon
accomplished, and we were once more in
the glare and scorch of day. Before us was
a huge kiln of smouldering quartz belong-
ing to the mine, and beyond that and away
a upward hill after kiln over which the
waving, tremulous atmosphere danced
above the heat, and from whence the sul-
phurous gases were carried on the hot
gusts of wind. The town with its surging
life was below us, fattening and growing
prosperous on the under-ground life we
had left. It was those galleries of drives
and the effort we had witnessed repeated
over and over again in every claim that had
covered the large area below us with per-
manent buildings and many large and
solid edifices. This it was that had been
owned upon Stawell 7,000 inhabitants,
and either directly or indirectly supported
them. When the water scheme now com-
menced is perfected and a copious supply
brought to every claim, no quartz will be
overlooked; gold will be wrung from reefs
now comparatively profitless. The under-
ground and surface workers will be increas-
ed, and the settlement will be assisted till it
is a checker-boarded greenness away on the
grey plains and on the shoulders of the
sleeping hills now lying silent below the
clouds.

N. W. S.

THE "EURYALUS."

The launch of the *Euryalus* at Chatham
can hardly be said to add a vessel of much
importance to the British Navy. She is
one of a class of unarmoured, slightly armed
cruisers, which has been the subject of con-
siderable controversy ever since it first came into exis-
tence with the *Invincible*. Recently the
value of these vessels has been more than

ever discredited, on the ground that the
partial abandonment of armour in iron-clad
construction will place them at the mercy
of swift ironclads, and on the ground that
their performance is not in harmony with
the best naval practice on their behalf.
Unarmoured vessels like the *Euryalus* are
built almost exclusively for speed, while
their armaments do not include an armour-
piercing gun of any kind. Unless, there-
fore, their speed is undeniably greater than
that of swift ironclads, their mission is a
failure. And although the speed of one or
two of these vessels, notably the *Invincible*,
has even exceeded expectation, in the case
of most of them it can only be relied on up
to a moderate point. It is to be feared,
therefore, that the qualities attributed a
few years ago to these vessels can hardly be
seriously claimed for the *Euryalus* and her
sister ships. When Mr. Isherwood, the
Constructor of the United States Navy,
gave his account of the *Wampago*, he
was a little too fanciful and much too mis-
leading. "It was proposed," he says, "to
construct a vessel having a greater speed
by several miles per hour than any other
steamship; which should be able to go to
the British coast in case of hostilities, and
burn, sink, and destroy every vessel of
inferior force, naval or merchant, that
might be found there. Nothing she pursued
could escape her, and nothing she fled from
could overtake her. The more heavily
armed but slower cruisers of the enemy
could only follow by the flames of the
burning wrecks she left behind her. She
would obtain a plentiful supply of coal,
water, provisions, and other stores from her
prizes for an indefinite length of cruising,
and would neutralize the large number of
naval steamers required to form a cordon
round the enemy's coast for the protection
of her commerce from her depredations."

Viewed by the light of recent experience
this rather sensational picture of what a
vessel like the *Euryalus* might do sounds
unreal if not absurd. The *Shah* has
shown what may be expected from a
class of cruisers if too much reliance
is placed on their speed or their engines;
yet she is supposed to realise in a very high
degree the vessel Mr. Isherwood described.
The opinion of naval authorities on the
value of this class of vessel varies a good
deal, but it is never encouraging. Com-
pared with vessels on the *Omard* line, it
is doubted whether they could hold their
own in point of speed or regularity. A
naval officer, writing on this point, asks the
admirers of these vessels to choose five
ships of the Channel or detached squadron,
and on every Sunday or Friday from
December to April let one leave Queens-
town with the *Omard*, Inman, or White
Star mail-steamer for New York. "The
country," he adds, "will gladly pay the
cost bill if they are satisfied that their ships
can really carry out the duty, as the
admirals say." This same critic cites the
report of two officers who commanded
two vessels like the *Euryalus*. One of
them reported that he was never in a breeze
in his ship, and that he was thankful for
this mercy, adding that, as his vessel could
not steam nor sail, the result might
have been awkward. The other com-
mander complained that his cruiser rolled
so as to cause him great anxiety in rough
weather. It would certainly be awkward
if, as is suggested, any attempt to protect
merchants by such cruisers could only
be successful if the merchant vessels towed
the cruisers!

In regard to construction the view ex-
pressed by this writer is that important
deviations from ordinary practice must be
resorted to. High speed can only be
guaranteed by relieving a vessel of every
unnecessary weight, and leaving plenty of
room for the engines. But as these vessels
carry fourteen guns, it is necessary to have
a large crew, the engines are cramped, and
there is unnecessary immersion; speed,
therefore, is unavoidably compromised.
His proposal is to substitute four guns for
fourteen, two of which should be stationed
amidships, and the other two at either end,
but not too close to either bow or stern.
He would have the fittings of the lightest
description, and everything should be as
far as possible sacrificed which interfered
with buoyancy. Now the *Euryalus* is built
of iron cased with wood, and is considerably
smaller than the ordinary corvette class or
than the *Active*. Her armament consists of
fourteen small guns, none of which can
piece armour-plating. Her engines will
be exceptionally powerful, and are expected
to give her a speed of fifteen or sixteen
knots. That this will, however, be the meas-
ure of her speed, on the trial over the meas-
ure mile in Stokes Bay the *Shah* obtained a
mean speed of 16.04 knots, or rather less
than the *Invincible*, which had a mean of
16.51 knots. But the *Active*'s result was
only 14.81, the *Volage* 15.14, and the
Revenge 15.25. The *Euryalus* will, there-
fore, in all probability not attain any
exceptional rate of speed, but she will no
doubt reach a high one. Mr. Brassey has
repeatedly protested against the construc-
tion of vessels like the *Euryalus* on the
ground that they are unnecessarily costly;
that they are too good for the only work
they can do efficiently; and that, as men-
of-war or genuine fighting ships, they are
too feeble. He insists that vessels of this
class are unnecessary, and that smaller
vessels like the *Pal* or *Malard* will serve
every reasonable purpose. He makes one
important suggestion which has been taken
into account, we believe, in the new steel
corvettes just commenced. He would have
one class for sailing purposes, and the
other lightly armed, but with sufficient
engine power to attain a speed of sixteen
knots.

In the case of the *Euryalus*, it is neces-
sary to guard against exaggerated views of
what will be required of her. Admitting
that she is a ship of the past and not of
the future, and that she will in no way
realise the ambitious hopes attributed of
the class to which she belongs, there need
be no fear of her inability to perform fairly
the duties required of her. She is not
capable of chasing a merchant ship across
the Atlantic; nor of conveying a merchant
vessel going at its fastest speed; nor would
she be able to steam for a fortnight at her
highest speed, because her coal would only
last five days. In fact, she is by no means
a powerful or perfect ship, or a brilliant
addition to our maritime force; but she is an
addition not to be despised, and belongs to
a class which will exercise very useful
functions in naval warfare.—*Pall Mall Budget*.

JOHNS ON AND BY PHYSICIANS.

Nobody has been the target of so many
physicians and the chief of healing; and the
best, because unintentional, was made
by a French lady, whom we will call Madame
Horn, and who was in the habit of consulting

her physician, Dr. Z., daily, between the
hours of 2 and 8. The doctor was a witty
and charming man, and they talked of
every subject under heaven. One day,
however, the doctor came and was denied
admittance. He thought there must be
some mistake, and ordered the servant to
announce him again. This time the lady
sent down a very polite message, informing
the doctor that "she was grieved beyond
measure at being obliged to deny herself
the pleasure of his company, but she was
very ill." Doctors themselves, however,
have said the hardest things of their craft.
Radcliffe used to threaten his brethren of
the faculty "that he would leave the whole
mystery of physic behind him, written on a
half sheet of paper." The medical men of
the day avenged themselves for his con-
tempt by denying him any knowledge of
physic. In the same way, Nelson was said
by one or two enemies he had made, or
rather, who had made themselves, to
possess no knowledge of navigation. Dr.
Radcliffe, by the way, had an extremely
objectionable habit, namely, that of hav-
ing his bills unsettled. In his day and
London had to pave the street in front of
his own door—at all events, the parish
would not pave it for him. A certain
pavior, who had been employed by the
doctor, after long and fruitless attempts
to get paid, caught him just getting out of
his carriage at his own door in Bloomsbury
square, and set upon him. "Why, you
rascal," said Radcliffe, "do you pretend to
be paid for such a piece of work? Why
you have spoiled my pavement, and then
covered it over with earth to hide your bad
work." "Doctor," quoth the pavior, "mine
is not the only bad work that the earth
hides." "You dog, you," said the
doctor; "are you a wit? You must then
be poor, so come in"—and he paid him.
Talleyrand, less good-natured, jested with
his creditors and did not pay them. Avarice
and a want of punctuality in paying bills
are not often combined, your miser being
in mortal dread of writs of law suits; but
Radcliffe is reported to have been de-
fied as well as inconstant in his accounts.
Probably both the one tendency and the
other have been exaggerated by the
detractors; but there is a whimsical anec-
dote in reference to one of the doctor's
supposed failings which will bear repetition.
Attending an intimate friend during a
dangerous illness, he declared in an unusual
strain of generosity, that he would receive
no fee. At last, when the cure was com-
plete, and the physician was taking his
leave, "I have put every day's fee," said
the patient, "in this purse, my dear
doctor; nor must your goodness get the
better of my gratitude." The doctor eyed
the purse, counted the days of his at-
tendance in a moment, and then, extending
his hand by a kind of professional mecha-
nical motion, replied, "Well, I can hold
out no longer; if single I could have re-
fused the guineas, but altogether they are
irresistible." That was not a bad joke on
the medical profession which was made by
a clergyman in the time of Cromwell, who
was deprived of his living for non-con-
formity. This parson, a harmless man
enough, went about saying to his friends,
"That if he were deprived, it would cost a
hundred men their lives." Summoned
before a magistrate he thus interpreted his
words. "Should I lose my benefice, I am
resolved to practice physic; and then I will
if I get patients, kill a hundred men!"
—*Cornhill Magazine*.

JOSE BILLINGS' JOKES.

A cross word is a little thing, but it is
what stirs up the elephant.

A kind word is a little thing, but it is just
what soothes the sorrows or the setting hen.

An orange peel on the sidewalk is a little
thing, but it has upset many a giant.

An oath is a little thing, but it is recorded
in the great ledger in heaven.

A serpent's fang is a little thing, but death
is its victory.

A baby is a little thing, but a con-
stant woe once a baby.

A hornet's sting is a little thing, but it
tends the schoolboy home howling.

A star is a little thing, but it can hold
this great world in its arms.

The tung is a little thing, but it fills the
universe with trouble.

An egg is a little thing, but the huge
crocodile keeps it to life out of it.

A kiss is a little thing, but it betrayed the
Son of God into the hands of his enemy.

A spark is a little thing, but it can light
the poor man's pipe, or set the world on
burning.

The akorn is a little thing, but the black
bear and his family live in the oak that
springs from it.

A word is a little thing, yet one word has
been many a man's destiny, for good or for
evil.

A penny is a very little thing, but the
interest on it from the days of Cain and
Abel would buy out the globe.

A minute is a little thing, but is long
enough to pull a dozen cobweb teeth, or
git married and have your own mother-in-
law.

A lap dog is a very little thing, but he is
a very little thing besides.

Life is made up of little things. Life it-
self is but a little thing; one breath less,
and then comes the phunnel.—*Josh Billings*.

STATE OF THE TURKISH ARMY.

The *Osman Gazette* of Jan. 23 publishes
a lengthy telegram from its correspondent
at Rustchik, dated Jan. 27, in which he
draws an exceedingly unfavourable picture
of the state of the Turkish army.

He states that a concentration proper of
the Turkish army has not yet been effected.
With the exception of Silistria, the cor-
respondent has visited all important points,
and he is able to furnish the following data,
obtained from reliable information, respect-
ing the Turkish positions on the Danube.
The whole Turkish army in Bulgaria and
Servia is not much over 100,000 men strong.
It consists of 133 battalions of infantry,
with about 200 field guns and seven regiments
of cavalry. Of this force 58 batta-
lions, or nearly 40,000 men, with about 80
guns, are stationed at Aleksandria, Djumla,
Nisab, Ajaplanica, Piro, and Sofia; there
are almost no Turkish troops at Bjelina,
and very few at Saltchar. Considerable
forces have, however, been concentrated
in and around Widin. There are station-
ed there at present 81 battalions, &c.,
24,000 infantry, nine field batteries, and
three regiments of cavalry. Troops are
almost daily being directed towards Widin.
In Rustchik there are 10 battalions,
or 7,000 men; in Varna, 12 battalions,
or 9,000 men; and in Silistria 9 battalions,
or 6,000 men. The strength of the army of
Schumla was stated to be 80 battalions in
Schumla itself; but the correspondent has
convinced himself that it is only 15 bat-
talions, or 12,000 men, some field artillery,

and little cavalry. The health of the army
is not satisfactory; the hospitals are full of
men from the southern portions of the
empire, not used to the very cold climate
and the biting east wind. Serious defects
also show themselves in the organisation of
the army. The artillery is in want both of
ammunition and horses. There are not
enough strong draught animals to be found
to drag the guns. About 40,000 men of
the armies of the Danube and the Morava
are Redifs, at present only partly uniformed
and accoutred. They are consequently
not ready for a campaign. But, notwith-
standing all these defects, the spirit among
the troops is excellent; the men are very
willing, and desire nothing but war.

Miscellaneous.

SPEAKING OF theatrical supernumeraries,
Mr. Dutton Cook, in his "Book of the Play,"
gives the following amusing anecdote:—
When "supers" appear as modern soldiers
in action it is found advisable to load their
guns for them. They fear the "kick" of
their weapons, and will, if possible, avoid
firing them. Once in a military play a
troop of grenadiers were required to fire a
volley. Their officer waved his sword and
gave the word of command superbly; but no
sound followed, save only that of the snap-
ping of locks. Not a gun had been loaded.
An unfortunate unanimity had prevailed
among the grenadiers. Each had forbore
to load his weapon, trusting that his com-
rade would escape notice in the general noise,
and assured that a shot more or less could
be of little consequence. It had occurred
to no one of them that his scheme might be
put into operation by others beside himself
—still less that the whole band might adopt
it. But this had happened. For the future
their guns were given them loaded.

THE curious toleration of the French for
horseflesh as an article of food would prob-
ably disappear before a large importation
of American beef. Meantime the fifty-eight
horse butchers in Paris have distributed to
the population of that city 9,271 horses,
asses, and mules during the past year,
against 8,865 of these animals slaughtered
in 1876. At a meeting held on the 6th of
that month, a society, formed for the pro-
motion of the use of horseflesh for food,
awarded a silver medal to the owner of the
first establishment opened for the sale of
that meat at Lyons, and a gold medal to the
proprietor of nine horse-meat shops in Paris.
A sum of 1,100 francs was also placed at
the disposal of the society by its founder,
to be applied to the encouragement of any
butcher who shall first introduce horse-meat
to the notice of the public in London. He
will certainly require all the encouragement
possible from without, and will probably
receive no other.

A CORRESPONDENT writes to us:—At the
close of last year Rush, who had formerly
been champion of Australia, seemed to be
contemplating a match in that colony with
Trickett, upon the latter's return. He or-
dered a pair of sculling boats from Swaddle
and Winslip, of the Tyne, the one to be
with a sliding seat and the other without,
evidently being uncertain how far he could
adapt his style to the new invention. Tric-
kett had not been able to get on a match
with Rush in Australia before the former
left to row Sadler in England, but during
his absence and on hearing of his victory in
this country, Rush in a letter to England
announced his readiness to row, and his
confidence in being able to defeat Trickett
on his return. According to the latest news
in Sydney papers, Trickett has now given
Rush an opportunity of proving his claim
to the championship by offering to row him
a match on the Parramatta river for £200 a-
side. Trickett is an undeniably good man,
though all he did in this country was to
beat a man who has since been defeated with
even greater ease by Boyd and Blackman,
and has paid forfeit to Higgins. His fault
is his prematurely bent arms, which would,
we fancy, put against his staying in really
first-class company, unless he cures the
error. But, even with that fault, he will
hardly be defeated by Rush, if the latter
ignores the sliding-seat; or if, in learning
the use of it, he should fall into the blunder
so common among watermen (especially Tyne
men) of sliding before he swings his body.
The strong point in Trickett's sculling was
the use of the slide just at the right time.
—*Pall Mall Gazette*.

The following is a semi-official paragraph:
—The Indian Transport Department, of
which Sir William Blends is the head, have
expressed themselves perfectly satisfied with
the performance of the *Euphrates* Indian
troopship, on the mile in Stokes Bay, on
Thursday last. The ship, which has been
supplied with compound engines by Messrs
Laid, of Sickenham, failed to realise her
contracted horse-power by about 800 horses;
but as this was owing to the pitch of the
crew being such as to prevent the engines
using all the steam supplied by the boilers,
it has been determined to allow matters to
remain as they are. To alter the pitch of
the screw the ship must have been taken
into dock. The Department has considered
this unnecessary, and 2000 has been saved
in consequence. The *Navy*, upon this,
wants to know when the permanent officials
of the Government will learn wisdom. By
docking the *Euphrates* now, and altering
the pitch of her screw, "her performance
on the measured mile" would become still
more satisfactory. "May we" inquires
the *Navy*, tremblingly, "tell the Indian
Transport Department that increased speed
means shortening the voyage to India; and
that curtailing the expenditure of coal
means a saving far exceeding 2000 l? They
will now initiate an unnecessary loss on the
country by their act, for no one is coal
scorched, but also the keep of the ship,
passengers, and crew during those days by
which the passage would have been

POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rates affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.

(Revised Sept. 1st, 1876.)
In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per four ounces, unless otherwise stated.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

(U.S. means By British Packet; (Fr.) by French Packet; (U.S.) by United States Packet; D.P. means Double Postage; C.P. cannot be paid; C.S., cannot be sent; L., at Letter Rate; N.R. No Registration.

LOCAL AND TOWNS POSTAGE.	Letters.	Registration.	Newspapers.	Books & Patterns.
Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction,.....	2	2	2	2
Between any other two of the following places (through a British Office) viz.—Hongkong, Macao, Ports of China and Japan, Bangkok, Saigon, and the Philippines, by Private Ship,.....	4	2	2	2
Between the above by Contract Mail,.....	8	2	4	4

RATES BY PRIVATE STEAMERS.
To the United Kingdom, see Table given below. To all other places (to which the vessel is going) the Rates, which must be prepaid, except when the address is to India, are,.....

INDIA.—By Indian Mail prepayment is optional. Short paid letters are treated as wholly unpaid. By Private Ship correspondence cannot be prepaid. By British and French Packet prepayment is compulsory. Letters cannot be prepaid through India by every French Packet, but only by each alternate one. By the others they are Paid to Galle only, and should be so marked, going on from Galle as unpaid.

Strait, U.S. Packet, Australia, &c., S. Africa, St. Helena, Adenion.
Letters.—United States (U.S.), Singapore, Penang, India, Ceylon, Aden, 8 cents.

Except India, Ceylon, and Aden, by French Packet, 12 cents.
Batavia, 12; Saigon and Pondicherry, (Fr.) 12; New Caledonia, Tunis, Tangiers, (Fr.) 36.

Egypt, (Br.) 12, (Fr.) 24.
Australia, New Zealand, Tasmania, Fiji, Zanzibar (N.R.), Natal, Cape, St. Helena, Adenion, Mauritius, 24.

Registration, 8 cents, except Straits, Batavia, India, Aden, Egypt (Fr.), Australia, &c., 12; Saigon, Pondicherry, Egypt (Fr.), double postage.

NEWSPAPERS (To all the above places) 2 cents.

BOOKS AND PATTERNS, 6 cents, except W. Africa, S. To French Offices cannot be paid.

Australia, New Zealand, Tasmania, Fiji, Zanzibar, &c., 1 oz., 2 cents; 2 oz., 4 cents; Every 4 oz., 8 cents.

The United Kingdom.

Superscription.	Letters.	Registration.	Newspapers.	Books & Patterns.
Brindisi (Br.) 12	4	4	8	12
Marilles (Fr.) 36	D.P.	C.P.	C.P.	C.P.
Southampton (Br.) 12	4	4	8	12
By Priv. Steamer 12	2	2	4	8
via Brindisi 22	4	4	8	12

Registration Fee, 8 cents.

Continent, &c. of Europe.	Letters.	Registration.	Newspapers.	Books & Patterns.
Austria, Germany, Hungary, (Br.) via Brindisi, 18	12	4	10	10
(Br.) via Trieste, 22	12	4	10	10
(Fr.) via Marilles, 36	D.P.	C.P.	C.P.	C.P.

Belgium, Denmark, Faroe Is., Heligoland, Holland, Iceland, Roumania, Servia, Switzerland, land,.....

(Br.) via Brindisi, 18 12 4 10
(Br.) via Trieste, 22 12 4 10
(Fr.) via Marilles, 36 D.P. C.P. C.P.

Norway, Sweden, Russia,.....
(Br.) via Brindisi, 18 12 4 10
(Br.) via Trieste, 22 12 4 10
(Fr.) via Marilles, 36 D.P. C.P. C.P.

France and Algeria, 24 D.P. C.P. C.P.
Italy, (Br.) 12 2 6
(Fr.) 36 D.P. C.P. C.P.

Spain,.....
Via Gibraltar, 24 None 4 1
Brindisi, 36 D.P. C.P. C.P.
Marilles, 36 D.P. C.P. C.P.
Southampton, 12 16 6 12

Portugal & Azores,.....
Via Gibraltar, 24 None 4 1
Brindisi, 36 D.P. C.P. C.P.
Marilles, 36 D.P. C.P. C.P.
Southampton, 12 16 6 12

Turkey,.....
By Turkish Office, 24 8 2 4
Austrian Office, 22 12 4 10
French Office, 24 D.P. C.P. C.P.
Greece, (Br.) 24 None C.P. C.P.
Sicily, (Br.) 24 8 2 4

W. Africa, Islands of the Atlantic, (except St. Helena and Ascension), North Central, South America, and Hawaii.

Falkland Islands, Lagoon, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verde Islands, Azores, Bermudas,.....

Letters, 38 34
Registration, 16 16
Newspapers, 6 6
Books and Patterns, 18 12

United States (via Europe), Canary and Madeira Islands, Canada, Vancouver's Island, Prince Edward's Island, New Brunswick, Newfoundland and Nova Scotia,.....

Letters, 32 28
Registration, 16 16
Newspapers, 6 6
Books and Patterns, 18 12

W. Indies, Buenos Ayres, Costa Rica, Curacao, Guadalupe, Guatemala, Grey Town, Hayti, Honduras, La Guayra, Mexico, Montevideo, New Granada, Panama, Patagony, Porto Rico, Surinam, Uruguay, and Venezuela,.....

Letters, 50 48
Newspapers, 6 6
Books and Patterns, 18 12
Registration, None None

except to Curacao, Honduras, and British West Indies.

Bolivia, Chili, Ecuador, and Peru,.....
Letters, 60 58
Newspapers, 6 6
Books and Patterns, 20 14
Registration, None None

Brazil,.....
Letters, 48 44
Registration, 16 16
Newspapers, 6 6
Books and Patterns, 18 12

Honolulu, and Hawaii,.....
Letters, 44 40
Registration, None None
Newspapers, 6 6
Books and Patterns, 18 12

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—

1st. The publication must consist wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisements.

2nd. It must be published in numbers at intervals of not more than 31 days, and must be printed on a sheet of sheets unattached.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indexes.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unattached; or wholly or in part of engravings, prints, or lithographs illustrating articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

A newspaper posted unpaid, or a packet of newspapers posted either unpaid or insufficiently paid, is treated as an unpaid or insufficiently paid book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

No newspaper can now be sent through the post a second time for the original postage. For each transmission a fresh postage is required.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule is infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 8 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book-packet may contain any number of separate books or other publications (including printed or lithographed letters, photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, as also rollers in the case of prints or maps, markets (whether of paper or otherwise) in the case of books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c., must not be sent as a separate packet.

Circulars, i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book-packet may not contain any letter, or communication of the nature of a letter, (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection; nor any other enclosure not allowed by Rule 5. If this rule is infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule is infringed, the entire packet is charged as a letter.

The limit of size for a book-packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth.

Exceptions.—No packet for Algeria, Azores, Cape Verde Islands, France, Madeira, or Portugal, or for Egypt, Syria, or Turkey, when sent by French Packet, must be above 18 inches in length, width, or depth.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise. Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. But samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind, but such articles only, may be posted enclosed in boxes, or bags of linen, of other material, fastened in such a manner that they may be readily opened; or, in the case of seeds, &c., for the United States of America, Holland, Greece, Portugal, and its possessions, and Switzerland, &c., bags entirely closed, provided such closed bags are transparent, so as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles.

Samples of intrinsic value must not be sent to any foreign country except United States; and in the case of France samples of elder down, raw or thread silk, woolen or goats' hair thread, vanilla, saffron, carmine, or fainglass, are considered to fall under this rule if they weigh more than three ounces; and up to this weight raw and spun silk, as well as coloured and twisted silk, may be sent to Germany.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office, is, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz: Metal boxes, porcelain and China, fruit, vegetables, bunches of flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, adds of various kinds, surry combs, copper and steel engraving plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, water machinery, metal tubing, pieces of metal or iron, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples to the following countries, but to these alone; viz., the Azores, Belgium, Cape de Verde Islands, Denmark, Egypt, Germany, Holland, Madeira, Moldavia, Norway, Portugal, Sweden, Switzerland, Turkey, United States, Wallachia, and the British Colonies. Indigo cannot be sent to any place abroad.

A packet of patterns or samples sent to the Azores, Cape de Verde Islands, France, Madeira, Portugal, or by French packet, to Turkey, Syria, or Egypt, must not exceed 18 inches in length, width, or depth; a packet to any other place abroad must not exceed 24 inches in length or 12 inches in width or depth.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters for Singapore, Saigon, and the United Kingdom only from 11.10 A.M. to 11.30 A.M. Each letter must bear a late fee of 18 cents extra postage.

The above arrangement is intended to meet occasional emergencies, and not for the regular posting of extensive correspondence. Should it be found, therefore, that large and unmanageable numbers of letters are habitually thrown upon the Department at the last moment, a heavier late fee will be imposed.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee will also be 18 cents.

Arrangements have been made to sell American Stamps at this Office, for the convenience of communication of the nature of a letter, (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection; nor any other enclosure not allowed by Rule 5. If this rule is infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule is infringed, the entire packet is charged as a letter.

The limit of size for a book-packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth.

Exceptions.—No packet for Algeria, Azores, Cape Verde Islands, France, Madeira, or Portugal, or for Egypt, Syria, or Turkey, when sent by French Packet, must be above 18 inches in length, width, or depth.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise. Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. But samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind, but such articles only, may be posted enclosed in boxes, or bags of linen, of other material, fastened in such a manner that they may be readily opened; or, in the case of seeds, &c., for the United States of America, Holland, Greece, Portugal, and its possessions, and Switzerland, &c., bags entirely closed, provided such closed bags are transparent, so as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles.

Samples of intrinsic value must not be sent to any foreign country except United States; and in the case of France samples of elder down, raw or thread silk, woolen or goats' hair thread, vanilla, saffron, carmine, or fainglass, are considered to fall under this rule if they weigh more than three ounces; and up to this weight raw and spun silk, as well as coloured and twisted silk, may be sent to Germany.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office, is, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz: Metal boxes, porcelain and China, fruit, vegetables, bunches of flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, adds of various kinds, surry combs, copper and steel engraving plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, water machinery, metal tubing, pieces of metal or iron, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples to the following countries, but to these alone; viz., the Azores, Belgium, Cape de Verde Islands, Denmark, Egypt, Germany, Holland, Madeira, Moldavia, Norway, Portugal, Sweden, Switzerland, Turkey, United States, Wallachia, and the British Colonies. Indigo cannot be sent to any place abroad.

A packet of patterns or samples sent to the Azores, Cape de Verde Islands, France, Madeira, Portugal, or by French packet, to Turkey, Syria, or Egypt, must not exceed 18 inches in length, width, or depth; a packet to any other place abroad must not exceed 24 inches in length or 12 inches in width or depth.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters for Singapore, Saigon, and the United Kingdom only from 11.10 A.M. to 11.30 A.M. Each letter must bear a late fee of 18 cents extra postage.

The above arrangement is intended to meet occasional emergencies, and not for the regular posting of extensive correspondence. Should it be found, therefore, that large and unmanageable numbers of letters are habitually thrown upon the Department at the last moment, a heavier late fee will be imposed.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee will also be 18 cents.

Arrangements have been made to sell American Stamps at this Office, for the convenience of communication of the nature of a letter, (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection; nor any other enclosure not allowed by Rule 5. If this rule is infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule is infringed, the entire packet is charged as a letter.

The limit of size for a book-packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth.

Exceptions.—No packet for Algeria, Azores, Cape Verde Islands, France, Madeira, or Portugal, or for Egypt, Syria, or Turkey, when sent by French Packet, must be above 18 inches in length, width, or depth.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise. Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. But samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind, but such articles only, may be posted enclosed in boxes, or bags of linen, of other material, fastened in such a manner that they may be readily opened; or, in the case of seeds, &c., for the United States of America, Holland, Greece, Portugal, and its possessions, and Switzerland, &c., bags entirely closed, provided such closed bags are transparent, so as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles.

Samples of intrinsic value must not be sent to any foreign country except United States; and in the case of France samples of elder down, raw or thread silk, woolen or goats' hair thread, vanilla, saffron, carmine, or fainglass, are considered to fall under this rule if they weigh more than three ounces; and up to this weight raw and spun silk, as well as coloured and twisted silk, may be sent to Germany.

conveyed by the Pacific Route to Canada, the West Indies, and other places named below. For the present no large quantities of these Stamps can be supplied, nor is it undertaken that every denomination can be kept in hand.

REVISED TABLE OF CHARGES ON CORRESPONDENCE FORWARDED BY THE ABOVE PACKETS TO CANADA, THE WEST INDIES, SOUTH AMERICA, &c.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American Stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 8 cents in Hongkong Stamps, and 10 cents in U.S. Stamps to these places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered, though, but only to San Francisco (8 cents).

The following are the charges on Correspondence thus sent:—

Letters, per half ounce
Hongkong U.S. Stamps
Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Nassau, New Providence, &c., 8 3

Aspinwall, Bermuda, Cuba, Fiji, Greenland, Jamaica, Panama, Newfoundland, &c., 8 5

Guatemala, Marquesas Is., Mexico, Salvador, Tahiti, &c., 8 10

Belize, Bogota, Carthagena, Costa Rica, Curacao, Greytown, Guiana, Honduras, Martinique, New Granada, Nicaragua, Santa Martha, Turks Island, Venezuela, West Indies, &c., 8 18

Bolivia, Chili, Ecuador, Peru, &c., 8 17

Brazil, Argentine Confederation, Buenos Ayres, Patagony, Uruguay, &c., 8 27

Circulars, &c., for Canada, per 1 oz., 2 1

Newspapers for all other places (not over 4 oz.) each Paper, 2 4

Books, &c., for all other places, per 4 oz., 8 10

Senders of correspondence by the above route are requested to see that it is fully prepaid in both kinds of Stamps, otherwise it cannot be forwarded.

Miscellaneous Notices.

The Post Office is not, by law, responsible for any loss or inconvenience which may arise from the non-delivery, mis-sending, or mis-delivery of any letter, book, or other postal packet (even if the packet be registered); nor is the Post Office responsible for any injury which a packet may sustain during its transmission.

To guard against such injury all postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile article should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be transferred by means of the railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through a Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address if he has no reason to believe that the person whose address it is would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any one else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorised to demand change; and when money is paid at a Post Office, whether in change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

Postmasters are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters and sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either water or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as, under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; as the machinery of the Department is not arranged with a view to such transmission.

By law, the Post Office is not responsible for the safe delivery of registered packets; though any officer who may neglect his duty on this point will be called to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be treated; and the Department cannot in any way undertake the safe conveyance of such packets. All inland or colonial letters, therefore, which contain coin, and all inland letters which contain watches or jewellery, even though they be posted without registration, are treated as registered, and charged on delivery with a double registration fee of eighteen pence in addition to the ordinary postage; and any such letters which cannot be registered in time to be forwarded by the Mail for which they are posted are detained for the next despatch. Even if the letter do not contain any article of intrinsic value, it should, if it be very important, be registered.

Most countries to which Hongkong forwards Correspondence having joined the

General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—
Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 2 lbs.
Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

4. The following articles cannot be sent by Post at all: Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mail, or otherwise, or injurious to persons dealing with them.

PARCELS.—The public is reminded that, in China and Japan, there is no such thing as Parcel Post. Much trouble and disappointment is caused by persistent attempts to send small valuable articles through the Post. Fans, Curios, Articles of Dress, Fancy Work,

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h, near the Kowloon shore k, and those in the body of the Harbour or midway between each shore are marked c, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers								
Alaska	3 h	Howard	Amer. str.	4012	Mar. 16	P. M. S. S. Co.	Ythama & S. F. elsoo	Mails, 20th
Arratoon Apoor	3 h	MacTavish	Brit. str.	1392	Mar. 7	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	20th, 3 p.m.
Bonary	5 c	Potter	Brit. str.	1119	Mar. 16	Ala Yon	Saloon	20th, 3 p.m.
Danube	5 c	Clanchy	Brit. str.	561	Mar. 16	Yuen Fat Hong	Bangkok	24th, daylight
Elitashke	5 c	Thomas	Brit. str.	1243	Mar. 15	Chinese	Shanghai	at daylight
Fuyew	5 h	Croad	Brit. str.	920	Mar. 17	C. M. S. N. Co.	Swatow, Tamsui, &c.	at daylight
Galley of Lorne	5 h	McDonald	Brit. str.	1389	Mar. 14	Jardine, Matheson & Co.	Amoy, Foochow, &c.	at daylight
Halloong	5 h	Abbott	Brit. str.	277	Mar. 13	Douglas Laprak & Co.	Swatow	at daylight
Hoolung	4 c	Petersen	Ohl. str.	849	Mar. 16	C. M. S. N. Co.	Australian Ports	22nd, noon
Hwai Yuen	4 h	Hutchison	Brit. str.	1280	Mar. 9	Gibb, Livingston & Co.	S'pore, Calcutta, &c.	20th, 3 p.m.
Normanby	4 h	Reddell	Brit. str.	1000	Mar. 15	Kwok Achong	Yokohama	Mails
Norna	2 h	Walker	Brit. str.	1122	Mar. 7	Jardine, Matheson & Co.	Swatow	at daylight
Penguin	4 h	Cowell	Brit. str.	37	Dec. 17	P. & O. S. N. Co.	Swatow	at daylight
Saada	4 h	Reeves	Brit. str.	1205	Mar. 14	P. & O. S. N. Co.	Swatow	at daylight
Sunda	5 h	Hutchison	Brit. str.	580	Mar. 12	Butterfield & Swire	Swatow	at daylight
Swatow	2 h	Hutchison	Brit. str.	324	June 9	Kwok Achong	Swatow	at daylight
Yotung	2 h	Hutchison	Brit. str.	324	June 9	Kwok Achong	Swatow	at daylight
Sailing Vessels								
Adeline	8 c	Bret	Ger. bge.	530	Mar. 14	Arnhold, Karberg & Co.	Portland	Cos'tan Dock
Alden Basse	4 c	Noyes	Amer. bge.	842	Jan. 29	Rozario & Co.	London	Cos'tan Dock
Anaxi	8 c	Hill	Brit. bge.	468	Mar. 4	Adamson, Bell & Co.	San Francisco	Cos'tan Dock
Anglo Saxon	8 c	Harrington	Brit. bge.	684	Mar. 9	Rozario & Co.	London	Cos'tan Dock
Belle of Oregon	8 c	Merriman	Amer. bge.	1168	Feb. 9	Rozario & Co.	London	Cos'tan Dock
Bus Case	2 h	Lange	Slam. bge.	388	Jan. 26	Chinese	London	Cos'tan Dock
Cargo	8 c	Murphy	Brit. bge.	1033	Feb. 2	Gibb, Livingston & Co.	London	Cos'tan Dock
Cheng Soon	2 h	Cheng Sang	Slam. sch.	200	April 30	Chinese	London	Cos'tan Dock
Chingtoo	4 c	Bakie	Brit. Sm. sch.	304	Mar. 2	Borneo Company, Limited	London	Cos'tan Dock
Coeran	4 c	Vincent	Amer. sch.	230	Mar. 1	Insurance Company	London	Cos'tan Dock
E. von Beaulieu	4 c	Schneider	Ger. bge.	835	Mar. 1	Edward Schellhass & Co.	London	Cos'tan Dock
Edward James	4 c	O'Brien	Amer. bge.	529	Jan. 9	Rozario & Co.	London	Cos'tan Dock
Forward	4 c	Vandervord	Brit. bge.	750	Feb. 1	Rozario & Co.	London	Cos'tan Dock
Garibaldi	4 c	Forbes	Amer. bge.	670	Feb. 22	Jardine, Matheson & Co.	London	Cos'tan Dock
Helene	4 c	Volguardsen	Ger. bge.	378	Mar. 7	Wieler & Co.	London	Cos'tan Dock
Iraser	4 c	Pearce	Brit. bge.	397	Mar. 14	Douglas Laprak & Co.	London	Cos'tan Dock
Koror	3 c	Grove	Dan. bge.	317	Feb. 12	Vogel, Hagedorn & Co.	London	Cos'tan Dock
Kronprinzessen	3 c	Hansen	Dan. bge.	343	Mar. 14	Edward Schellhass & Co.	London	Cos'tan Dock
Lolterer	7 h	Vincent	Amer. sch.	45	Aug. 13	Insurance Co.	London	Cos'tan Dock
McNear	4 c	Taylor	Amer. sch.	1309	Jan. 31	Vogel, Hagedorn & Co.	London	Cos'tan Dock
Mystic Belle	8 c	Plumer	Amer. sch.	755	Feb. 27	Stomason & Co.	London	Cos'tan Dock
Orange Grove	8 c	Longmuir	Brit. bge.	885	Feb. 28	Vogel, Hagedorn & Co.	London	Cos'tan Dock
Palestine	4 c	Jercroft	Brit. bge.	608	Mar. 15	Melchers & Co.	London	Cos'tan Dock
Panola	5 h	Lumb	Amer. Sm. sch.	598	Mar. 12	Landstein & Co.	London	Cos'tan Dock
Pato	5 h	Stomason	Brit. sch.	65	Mar. 14	Masters	London	Cos'tan Dock
Rosina	5 c	Hansen	Amer. Sm. sch.	408	Feb. 28	Arnhold, Karberg & Co.	London	Cos'tan Dock
San Lorenzo	4 c	McMadaraga	Span. bge.	220	Mar. 10	Benedict & Co.	London	Cos'tan Dock
Sarah Nicholson	4 c	Selkirk	Brit. sch.	983	Feb. 8	Melchers & Co.	London	Cos'tan Dock
Siamese Crown	2 h	Saxton	Slam. bge.	540	Feb. 9	Tack Mee & Co.	London	Cos'tan Dock
Sigat	4 c	Witney	Amer. bge.	493	Mar. 16	Jardine, Matheson & Co.	London	Cos'tan Dock
St. Harry Parkes	4 c	Chapman	Brit. sch.	616	Mar. 7	Melchers & Co.	London	Cos'tan Dock
Spirit of the Age	4 h	Johnson	Brit. bge.	847	Jan. 10	Rozario & Co.	London	Cos'tan Dock
Star of China	7 h	Blaker	Brit. sch.	794	Jan. 21	Douglas Laprak & Co.	London	Cos'tan Dock
St. Joseph	4 c	Dumont	Feb. bge.	289	Mar. 18	Carlowitz & Co.	London	Cos'tan Dock
St. Mary	4 c	O'Connell	Amer. sch.	1071	Oct. 21	Russell & Co.	London	Cos'tan Dock
St. Vincent	8 c	Wright	Brit. Sm. sch.	289	Mar. 14	Borneo Company, Limited	London	Cos'tan Dock
Wodan	8 h	Meyer	Ger. bge.	489	Mar. 11	Wieler & Co.	London	Cos'tan Dock
WHAMPOA								
Albatross	8 c	Koppelman	Ger. bge.	377	Mar. 8	Wm. Pustall & Co.	Hamburg	Cos'tan Dock
Formosa	8 c	Schweer	Ger. Sm. sch.	282	Mar. 6	Melchers & Co.	Hamburg	Cos'tan Dock
Hongkong	8 c	Oom	Ger. Sm. sch.	220	Feb. 28	Arnhold, Karberg & Co.	Hamburg	Cos'tan Dock
Onward	8 c	Morton	Brit. sch.	210	Mar. 7	Wieler & Co.	Hamburg	Cos'tan Dock
St. Anne	8 c	Jan	Feb. bge.	490	Feb. 25	Carlowitz & Co.	Hamburg	Cos'tan Dock

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Fly	6 h	British	gun vessel	464	4	120	Feb. 26	John Bruce
Hornet	7 h	British	gun vessel	464	4	120	Feb. 20	H. N. Hippaley
Marquez de la Victoria	K.D.	Spanish	transport	1200	...	...	Feb. 23	Borrafo
Meane	8 k	British	military hospital	2591	...	...	...	...
Patino	K.D.	Spanish	transport	1200	...	...	Feb. 23	Rapello
Swinger	7 h	British	gun vessel	408	...	...	Jan. 24	Lieut.-com. E. A. Bolitho
Tejo	Novely Works	Portug.	gun vessel	444	2	100	Jan. 8	F. Amaral
Tennessee	6 k	American	frigate (flag-ship)	2300	23	1800	Mar. 3	J. Young
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	2	...	...	Commodore Watson
At Canton								
Ashuelot		American	corvette	1100	6	700	Mar. 13	E. O. Matthews

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owner.
Fame	117	Stopani	H. & W'gon Dock Co.
Fel Wan	...	...	H. & W'gon Dock Co.
Ishang	700	Martin	Butterfield and Swire
Kin Shan	467	Carey	H. & W'gon Dock Co.
Kin Kiang	617	Benning, T.	H. & W'gon Dock Co.
Lintin	69	...	...
Powen	1890	...	...
Sir J. Jeejeebhoy	101	Hawkins	H. & W'gon Dock Co.
Spark	140	Hoyland	H. & W'gon Dock Co.
White Cloud	280	Benning, A.	H. & W'gon Dock Co.
Yotai	160	Browne	Kwok Achong

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	431	7	...	J. Godall
Chen-jui	28	1	...	E. F. Collins
Ching-po	160	...	...	Wan Lun Wan
Ching-sing	...	...	...	E. Choy
Chun-hai	280	6	...	O. H. Palmer
Peng-chau-hai	600	8	400	Li Ping Tys
Quong-on	180	3	60	H. Wade
Shen-chi	150	5	...	Stewart
Sui-tung	...	...	...	Beasard
Tehing-tung	150	6	60	O. De Longueville
Tien-po	150	6	...	Lam Man Wo
Wing-po	600	8	150	...

FOOCHOW SHIPPING IN PORT.

March 10, 1877.

B. G. Mutch

Beldrake

SHIPPING IN SHANGHAI HARBOUR.

March 8, 1877.

Anadyr

Fungshin

Fuyama

Fuyat

Fuyow

Hakan

Hankow (McQueen)

Hankow

Hankow

Hankow

Hankow

Hankow

Hankow

HONGKONG STEAMERS.

Kiang-teeh

Kiang-was

Kiang-yue

Nagoya Mart

Nanking

Ping-on

State of Louisiana

Szechuen

Tabys

Tung-shoo

Yungling

Agate

Alina

Capella

Cassiope & Ida

Eagle

Hayan Brown

Interney

HONGKONG SAILING VESSELS.

Joyce Phillips

Julia Rita

Katie Flickinger

Marta

Mary Blais

Minstorian

Nobely

Omba

Palham

Rita

Union

Charybdis

Cydon

Kia Hing

Lapwing

Lapwing

Lapwing

Lapwing

HONGKONG SAILING VESSELS.

Charybdis

Cydon

Kia Hing

Lapwing

Lapwing

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HONGKONG SAILING VESSELS.

Charybdis

Cydon

Kia Hing

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HONGKONG SAILING VESSELS.

Charybdis

Cydon

Kia Hing

Lapwing

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HONGKONG SAILING VESSELS.

Charybdis

Cydon

Kia Hing

Lapwing

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